(c 1885-1945)

20

PLEASE use care in turning pages

SHORT LINES
VOL II

THE MIDNIGHT MAIL

A HEADLIGHT flashes through the night,
A shower of sparks shoots high;
A swish, a roar, a streak of light,
And then the train is by.
While faint and fainter comes the wail
Of whistle from the Midnight Mail.

Night after night, year after year,
In starlight, snow or rain,
I lay awake until I hear
The passing of this train.
And never have I known to fail
The whistle of the Midnight Mail.

I've journeyed far through foreign land,
On trains renowned for charm,
But none to me seemed quite so grand
As this one through our farm;
For every night I missed the tale
Of whistle from our Midnight Mail.

And so, content to live am I
Beside the right-of-way,
With one fond wish—that when I die
I want my bones to lay
Right here beneath the friendly hail
Of whistle from the Midnight Mail.

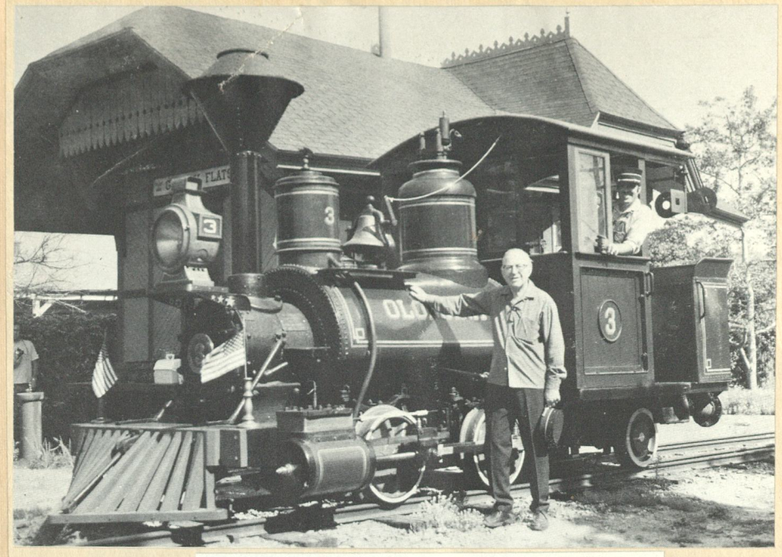
—Edmund E. Pugsley.

How long is a short line?

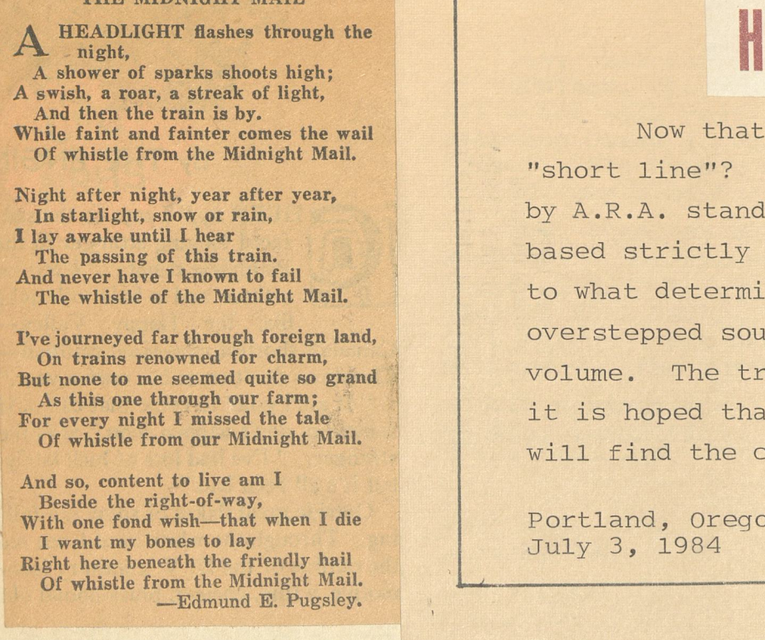
Now that's a good question. Just what does constitute a "short line"? If it earned less than a million dollars a year by A.R.A. standards would it be a short line? Or must it be based strictly on mileage? Never having seen a definition as to what determines a "short lime" reviewers may feel I have overstepped sound reasoning by including the N.W.P. in this volume. The truth is that the space was available! However it is hoped that those who were facinated with short lines will find the contents interesting.

F. Ray McKnight

Portland, Oregon
July 3, 1984



On April 23, 1977, Engineer Gerald M. Best (foreground) ran his ex-Hawaiian sugar plantation engine Olomana *for her last trip on Ward Kimball's Grizzly Flats Railroad before presentation to the Smithsonian Institute. Fireman Robert Kredel looks on from the cab.*



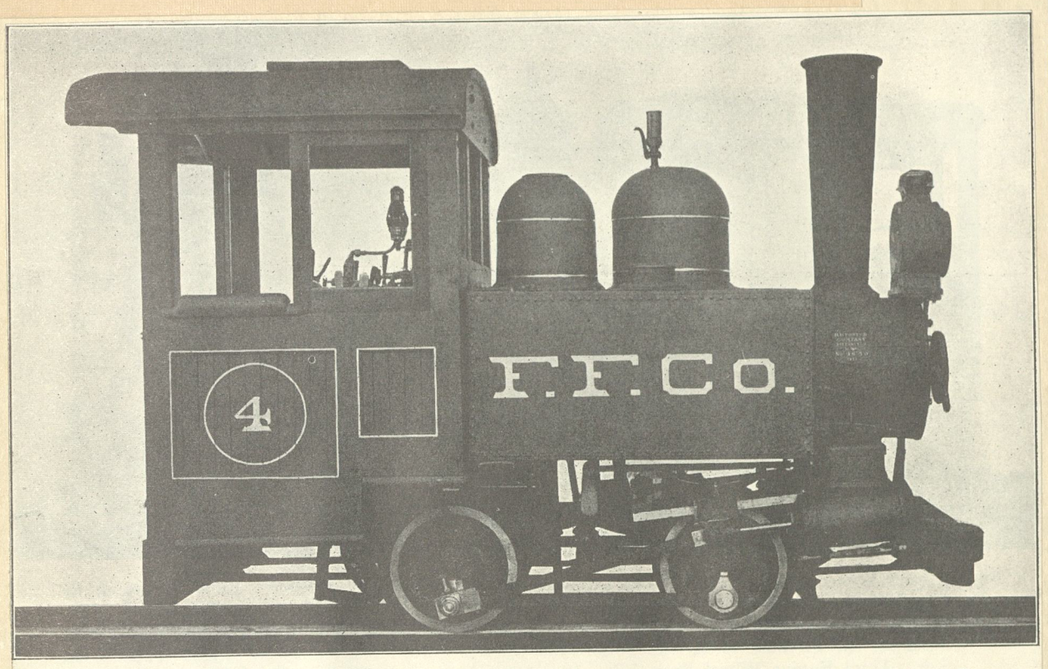


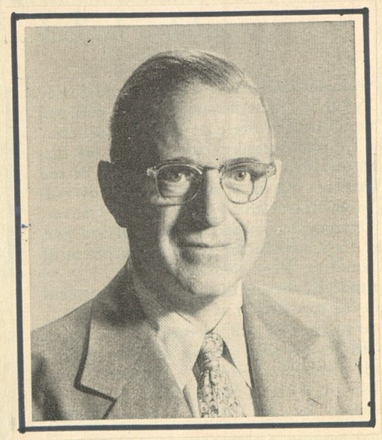
Fig. 3—Four-Wheel (0-4-0) Side Tank Locomotive for Switching Service. Built for the Farmes Farm Company by the H. K. Porter Company. Cylinders, 5 in. x 10 in. Working Steam Pressure, 160 lbs. per sq. in. Diameter of Drivers, 20 in. Tractive Effort, 1,700 lbs. Heating Surface—Tubes, 43.5 sq. ft.; Firebox, 13.7 sq. ft.; Total, 57.2 sq. ft. Grate Area, 2.52 sq. ft. Rigid Wheel Base, 3 ft. 6 in. Total Engine Wheel Base, 3 ft. 6 in. Weight on Drivers, 10,000 lbs. Total Weight of Engine, 10,000 lbs. Fuel, Soft Coal.

This little coffee warmer was built in 1911 (#4850) to operate on the two foot gauge trackage of the Farmes Farm at Gardness Station, Ohio.

DEDICATION

To the memory of
Gerald "Jerry" M. Best

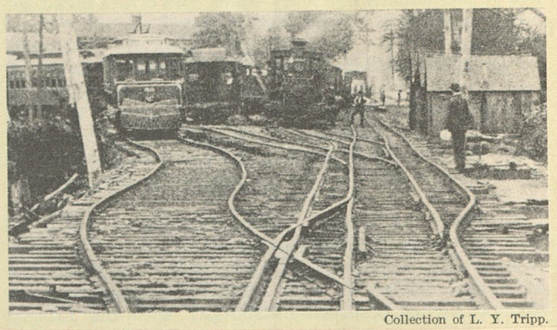
a truly devoted railroad historian who had a special interest in the Short Lines. We shall always be indebited to him for the wealth of short line material he accumulated over a life time.



The Narrow-Gage Roads of America 1936

(All three-foot gage unless otherwise indicated)

Railroad	Miles of Track	Main Line	Date Organized
Arcata & Mad River (3′ 9¼″)	13	Arcata—Korbel, Calif.	1881
		(Predecessor founded in	1854)
Bridgton & Harrison (2′)	16	Bridgton Jct.—Bridgton, Me.	1881
Boston, Revere Beach & Lynn	13	Lynn—East Boston, Mass.	1874
Colorado & Southern	251	Denver—Leadville, etc., Colo	1871
Denver & Rio Grande Western	741	Salida—Montrose, etc., Colo.	1870
Denver & Intermountain (3½′)	23	Denver—Golden, Colo.	1901
East Broad Top R. R. & Coal	75	Mt. Union—Alvan, Pa.	1871
Diamond & Caldor	34	Diamond Springs—Caldor, Calif., about	1905
East Tenn. & Western N. C.	36	Johnson City, Tenn.—Cranberry, N.C.	1881
		(Projected in	1866)
Eureka Nevada	88	Palisade—Eureka, Nev.	1873
Lawndale Ry. & Industrial	11	Lawndale—Shelby, N. C.	1888
Linville River	34	Cranberry—Boone, N. C.	1899
Montana Southwestern	40	Divide—Elkhorn Mines, Mont.	1917
Monson (2′)	6	Monson—Monson Jct., Me.	1881
Nevada Central	92	Battle Mountain—Austin, Nev.	1879
Nevada County Narrow Gage	22	Colfax—Nevada City, Calif.	1874
Newport & Sherman's Valley (SR&W)	9	New Bloomfield—Loysville, Pa.	1890
Pacific Coast Ry.	85	Port San Luis—Los Alamos, Calif.	1873
Rio Grande Southern	174	Ridgway—Durango, Colo.	1889
Robbins R. R.	6	Rhinelander—Robbins, Wis.	1898
Silverton Northern	17	Silverton—Animas Forks, Colo.	1895
Sumpter Valley	62	Baker—Bates, Ore.	1890
Southern Pacific	160	Mina, Nev.—Keeler, Calif.	1880
Tionesta Valley	13	Sheffield—Sheffield Jct., Pa.	1881
Uintah	73	Mack, Colo.—Watson, Utah	1903
Waynesburg & Washington	28	Waynesburg—Washington, Pa.	1875
	2,122		



Collection of L. Y. Tripp.

Weird trackage at right depicts, so far as we can determine, the Carrel Street yard, Cincinnati, of the Cincinnati, Georgetown & Portsmouth when CG&P was converting from a 3-foot steam road to a 4-foot 8½-inch interurban. There's some 5-foot 2½-inch track too!

DONATED TO THE
RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY
December 05, 1986

THE AMERICAN SHORT LINE RAILROAD ASSOCIATION

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[1932]

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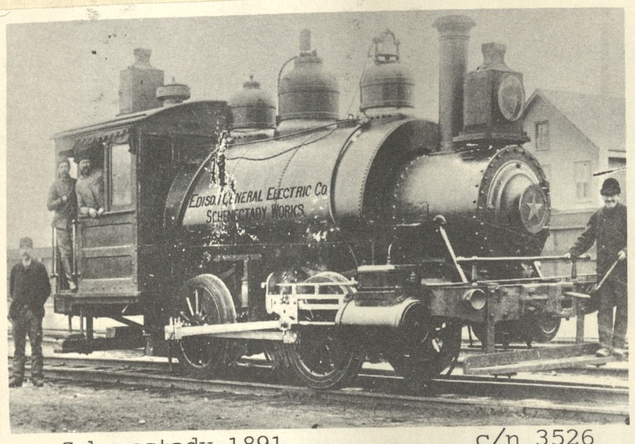
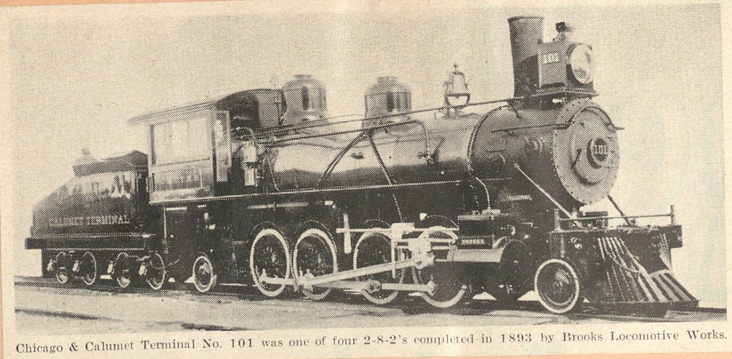
FRANK KELL, Prest., Wichita Falls & Southern R.R. Co., Wichita Falls, Tex.



Schenectady 1891 c/n 3526

A yard engine in use in 1892 within the burgeoning Edison General Electric Co. of Schenectady, New York.



Chicago & Calumet Terminal No. 101 was one of four 2-8-2's completed in 1893 by Brooks Locomotive Works.

Let the records show - this is the FIRST 2-8-2

NARROW GAUGE CLASSICS FOR SALE

see Pg 43

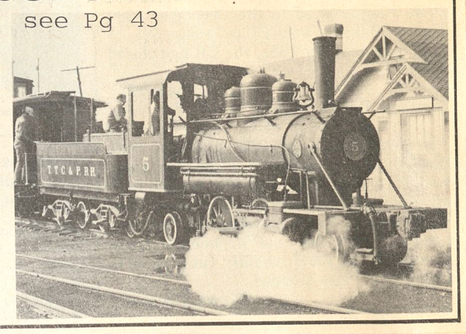
(The Real Thing!)

Two classic Baldwin locomotives are now for sale. No. 5 (shown right) is a 1925 2-4-2 in operable condition. No. 12 is a 2-6-2 with whaleback tender (ex-Kahului Ry.) Last steamed in 1963, this beauty is in "kit form." GE 44T diesel and many D&RGW cars also available.

Send $5 for illustrated flyer with prices. Qualified buyers only, please!

Aug 1982

SCENIC RAILWAYS, INC.
720 E. Evelyn Ave.,
Sunnyvale, CA 94086

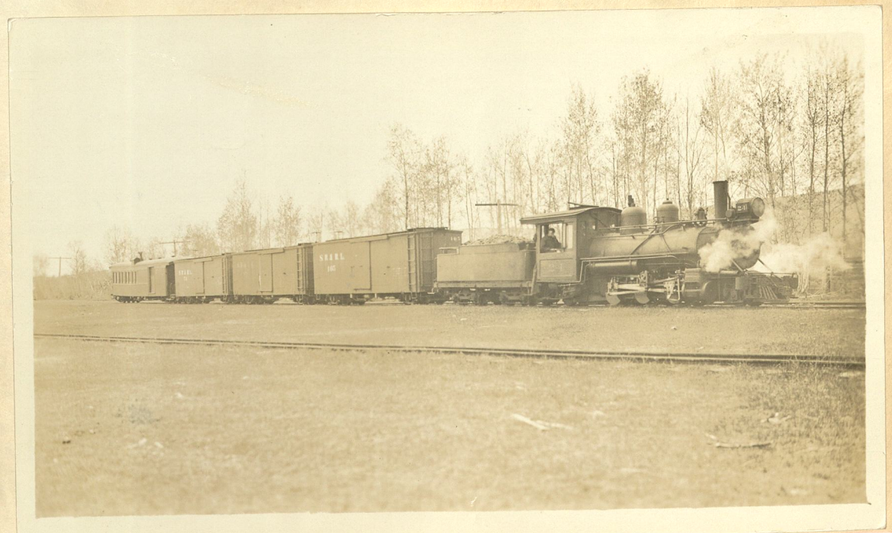


This locomotive was one of 14 delivered new in early 1888 to the Denver, Texas and Fort Worth Railroad where it was first designated number 9 and later number 114. By 1890, when the DT & FW was sold to the Union Pacific, Denver and Gulf, #8 had been sold to the St. Louis, Iron Mountain and Southern Railway. Then, around the turn of the century, it was sold to the Dardanelle and Russellville Railroad, a short line in Arkansas, where as D & R #8 it saw regular service until the 1930's. Hollywood discovered this classic engine in 1939 and it was rebuilt by the Missouri Pacific Railroad for use in the movie "Jesse James" starring Henry Fonda and Tyrone Power. Twentieth Century Fox bought #8 in 1945 and it has been in the movies ever since. Number 8's credits include: Buffalo Bill, Centennial Summer and Sentimental Journey. After nearly ten years of disuse #8 was purchased by Short Line Enterprises in 1972 and it has since been rebuilt to like new operating condition and appearance.

In June 1974 #8 reappeared before the cameras, this time for the Emmy Award winning Bicentennial Series "Sandburgs' Lincoln" starring Hal Holbrook. During 1976 this well travelled locomotive became known as Virginia & Truckee #28 and was used in regular excursion service on the recently reconstructed portion of this famous Nevada short line.

Cooke records show fourteen engines delivered to the Ft Worth & Denver City in Jan 1888. Con No 1861 was FtW&DC #9. Engs blt were noed 25 & 26, 7 - 18, c/n's 1857-1870.

Four eminent photographers of the steam era on location in the yard of the Frost Lumber Co at Wascom, Texas in 1949. L to R: C. William Witbeck, John B. Allen, Robert J. Foster and Harold Vollrath.



A mixed train on the two foot gauge Sandy River & Rangley Lakes. While standing into clear and waiting to meet the scheduled Rail Car the engineer, Ed West, uses the time to enjoy his lunch. The engine is #24, a 2-6-2, built by Baldwin in 1919. Location is Salem, Me and date May 22, '35
Foto gift of Linwood Moody (9/20/35)

See Page 13

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	Page	Area
Aroostook Valley	32	Maine
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Buffalo Creek & Gauley	33	W.Va.
Bullfrog & Goldfield	128	Nev.
California Western Railroad & Navigation	39	Calif.
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Camas Prairie	79	Ida.
Carolina & NorthWestern	18	S.C.
Casper, South Fork & Eastern	92	Calif.
Cass Scenic +	68	W.Va.
Charleston & Western Carolina	93	S.C.
Chattahoochee Valley	150	Ga.
Chesapeake Beach	18	Md.
Chicago & Northern Pacific (B&OCT)	116	Ill.
Chicago, North Shore & Milwaukee	173	Wis.
Chicago, South Shore & South Bend	106	Ind.
Cliffside	88	N.C.
Colorado Midland	144	Colo.
Columbia & Puget Sound (Pacific Coast)	11	Wasg
Columbus & Greenville	40	Miss.
Copper Range	109	Minn.
Copper River & NorthWestern	123	Alaska
Coudersport & Port Allegany	45	Penn.
Cowlitz, Chehalis & Cascade	139	Wash.
Cumberland & Pennsylvania	125	Md.
Dardenelle & Russellville	100	Ark.
Delaware & Northern	10	N.Y.
Detroit Terminal	32	Mich.
Duluth, Missabe & Iron Range	164	Minn.
Durham & Southern	105	N.C.
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Gainesville Midland	102	Ga.
Georgia & Florida	140	Ga.
Georgia Northern	125	Ga.
Gillmore & Pittsburgh	175	Ida.
Godchaux (3')	90	La.
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Meridian & Bigbee River	121	Ala.
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Mississippi & Alabama	12	Miss.
Montpelier & Wells River	41	Vt.
Monson (2')	149	Me.
Morehead & North Folk	117	Ky.
Morgantown & Kingwood	9	W.Va.
Moscow, Camden & StAugustine	35	Tex.
Mt Gretna Narrow Gauge (2')	110	Pa.
Mt. Washington Cog	2	N.H.
Nantucket (3')	88	Mass.
Narragansett Pier	9	Mass.
Nevada-California-Oregon (3')	141	Nev.
Nevada Copper Belt	74	Nev.
Nevada Northern (NCCC)	19	Nev.
Nezperce & Idaho	120	Ida.
Norfolk & Portsmouth Belt	8	Va.
NorthWestern Pacific	131	Calif.
Oliver Mining Co.	91	Minn.
Oregon Pacific & Eastern	176	Ore.
Pacific Coast (3')	1	Calif.
Pajaro Valley Consolidated (3')	104	Calif.
Peoria & Pekin Union	111	Ill.
Pickering	4	Calif.
Piedmont & Northern	75	S.C.
Polson Logging (Rayonier)	113	Wash.
Potomac, Fredericksburg & Piedmont (3')	121	Va.
Promiscuous	180	---
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Raritan River	36	N.J.
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Sandy River & Rangeley Lakes (2')	13	Me.
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Tonopah & Tidewater	38	Nev.
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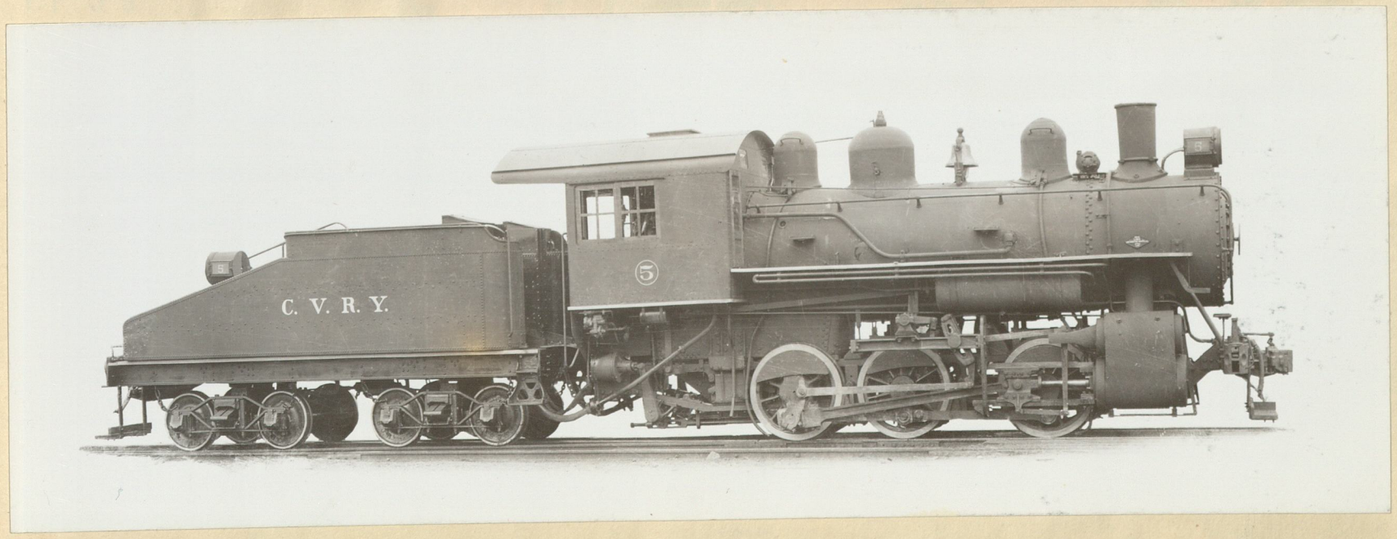
Waco, Beaumont, Trinity & Sabine	83	Tex.
Washington & Old Dominion	84	Va.
Western Allegheny	67	Pa.
West Palm Beach Terminal	117	Fla.
West Side Lumber (3')	64	Calif.
Yosemite Short Line (30")	65	Calif.
Youngstown & Northern	103	Ohio

+ Tourist operation

This Volume, Book 20, of 200 pages contains 1,548 clippings on 109 different roads plus four miscellaneous sections.

Clippings initialed "OKM" are those salvaged from a former scrapbook of my father. Construction number (c/n) will be for engine illustrated. Typewritten captions are mine.

McK



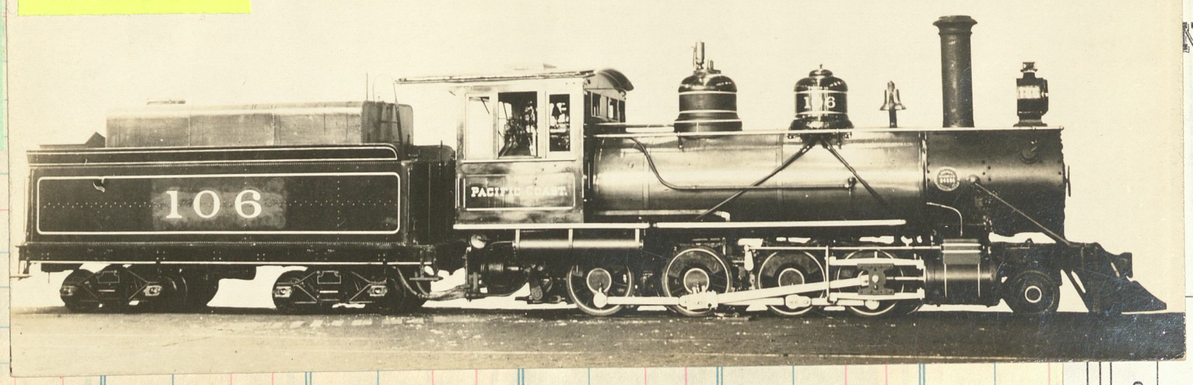
Built for the Otis Steel Co. c/n 5982 LIMA 1920

F. RAY McKNIGHT
8835 S. W. HAZELVERN WAY
PORTLAND, OR 97223

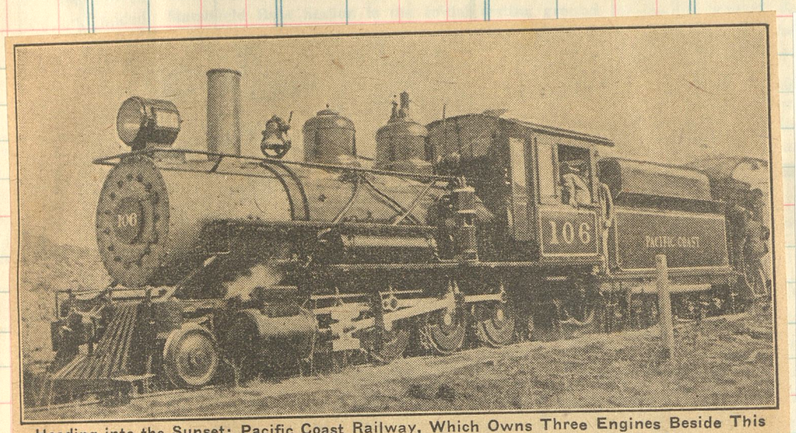
PACIFIC COAST

A "San Luis County Creeper" As she came from the Builder and then shortly before she was destroyed in a wreck in 1938 c/n 24696

Baldwin 1904

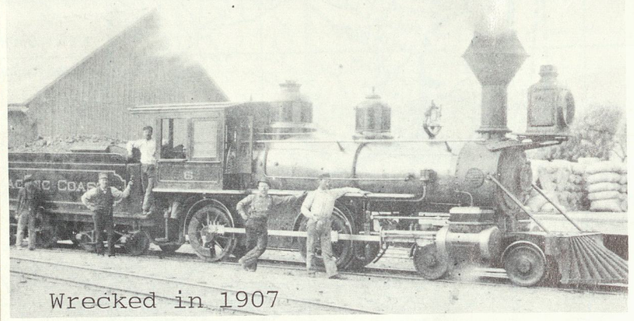


Port Harford



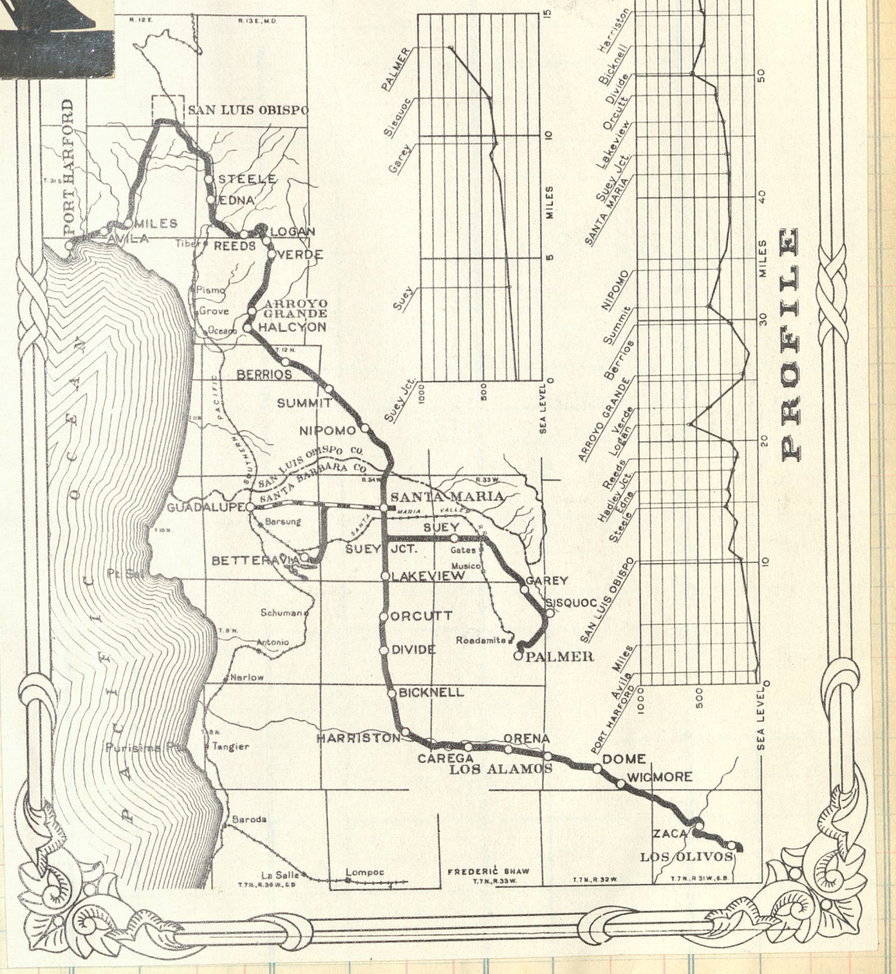
Heading into the Sunset: Pacific Coast Railway, Which Owns Three Engines Beside This One, Has Applied for Permission to Abandon All but 9 of Its 80 Miles

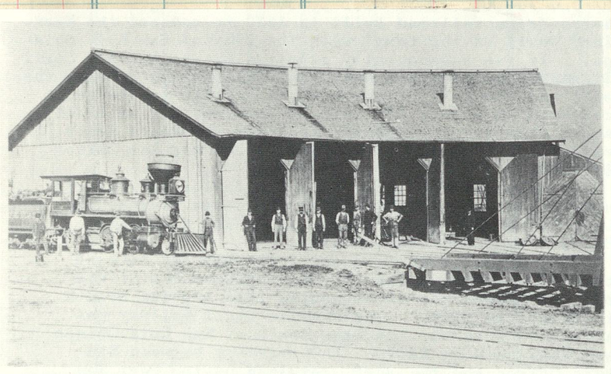
Baldwin 1883 c/n 6921



Wrecked in 1907

Pacific Coast Railway locomotive number 6, 4-4-0, at San Luis Obispo in 1884. It was burned in roundhouse fire at Los Olivos on July 12, 1896.--Gerald M. Best





Pacific Coast Railway roundhouse at San Luis Obispo in 1889 from the collection of Malcolm Gaddis.

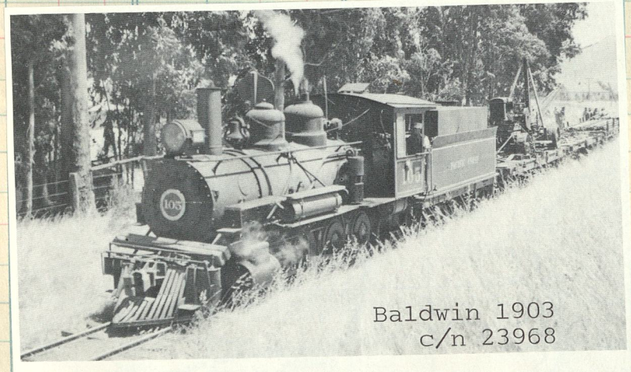
PACIFIC COAST RAILWAY

*Daily †Sundays Excepted ‡Sundays Only ||Wed. and Sat. Only
¶Mon. Wed. and Sat. Only a Daily, Except Saturday b Saturday Only

				Mls	Lv	Nov. 7, 1909	Ar				
		PM								AM	
		*12.30		0		Port San Luis				11.45	
AM	AM	12.37	PM	2		Avila		PM	AM	11.36	PM
* 9.50	* 6.30	1.10	* 2.45	10		San Luis Obispo		2.30	10.45	*11.05	6.50
	6.45	PM	3.05	12		S. P. Co. Depot		2.20	10.38	AM	
10.19	6.59		3.20	16		Steeles		1.58	10.19		6.30
10.46	7.17		3.38	22		Verde		1.40	10.01		6.06
11.10	7.27		3.49	25		Arroyo Grande		1.29	9.51		5.45
11.40	7.46		4.10	32		Summit		1.08	9.31		5.15
11.50	7.54		4.18	35		Nipomo		1.00	9.23		5.05
12 40	8.14		4.40	42		Santa Maria		12.40	9.03		4.40
1.05				47		Suey					2.23
1.30				53		Garey					2.00
2.50	8.19		4.46	44		Union		12.30	8.56		4.06
3.00	8.24		4.53	46		Lake View		12.25	8.46		3.55
3.16	9.30		5.04	48		Orcutt		12.20	* 8.40		* 3.45
PM	AM		6.07	64		Los Alamos		11.07	AM		PM
			6.19	68		Wigmore		10.52			
			6.50	76		Los Olivos		*10.25			
			PM		Arrive		Leave	AM			

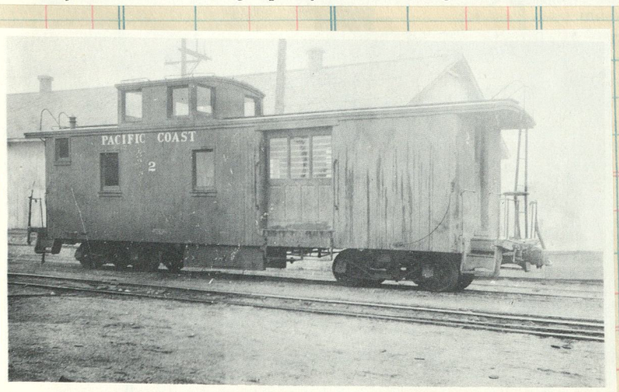
PACIFIC COAST ELECTRIC RAILWAY In effect April 17, 1910

Lv Guadalupe		AM * 2.35	AM * 6.58	AM * 8.50	PM * 2.25	PM * 5.08	PM *10.22				
Ar Santa Maria		3.00	7.25	9.30	2.50	5.25	10.50				
		AM	AM	AM	PM	PM	PM				
Lv Santa Maria		*12.01	* 6.00	* 8.15	* 1.50	* 4.00	* 9.25				
Ar Guadalupe		12.30	6.35	8.45	2.10	4.30	10.00				



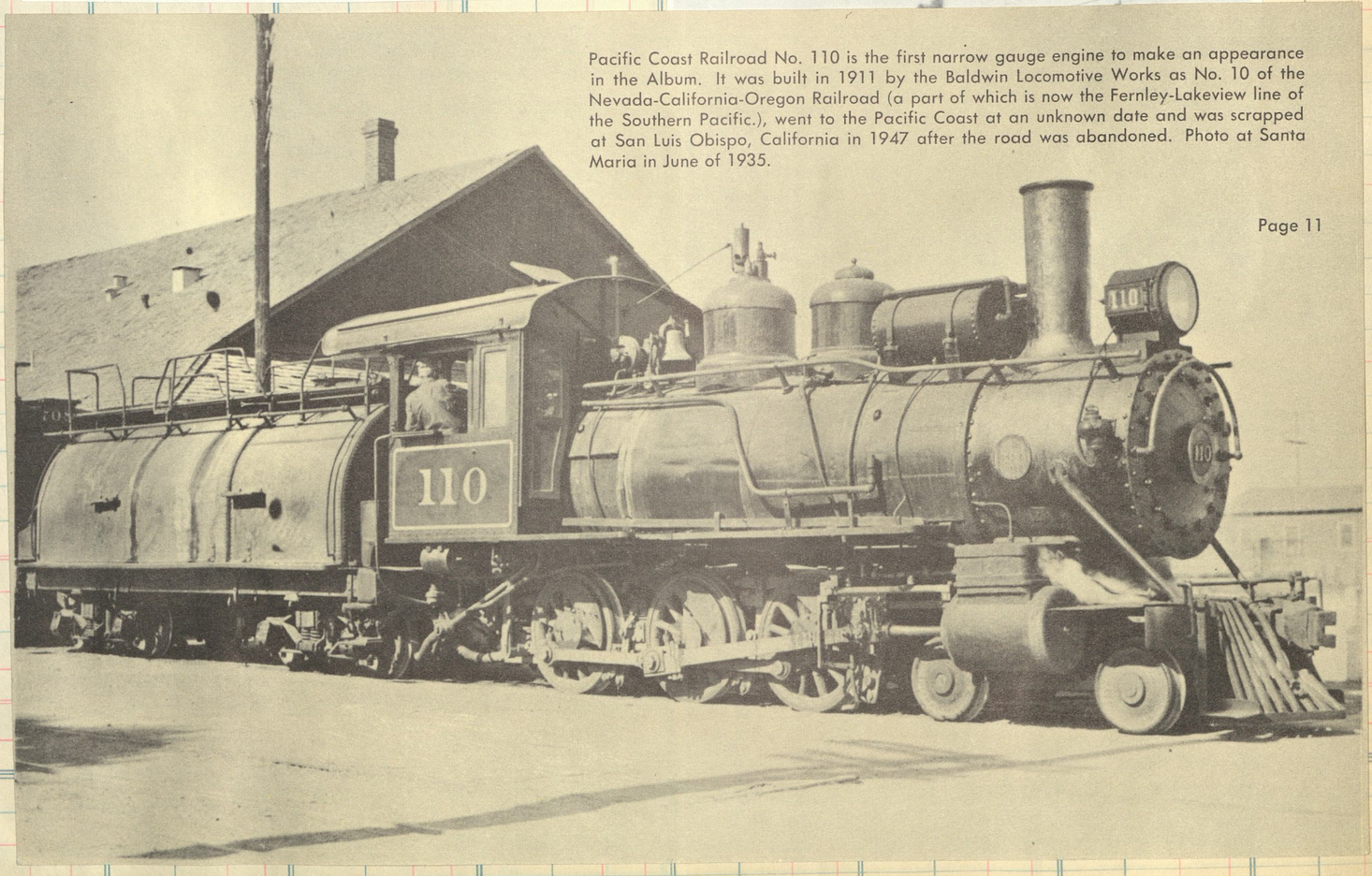
A train pulling up the tracks of the Pacific Coast Railway near San Luis Obispo in 1942 with locomotive 105, 2-8-0. Photograph by Robert Langevin.

Baldwin 1903
c/n 23968



Pacific Coast Railway caboose 2 in service at San Luis Obispo in 1937. It was purchased in 1946 by railfan Ward Kimball and donated in 1980 to the California Railroad Museum at Sacramento.

Pacific Coast Railroad No. 110 is the first narrow gauge engine to make an appearance in the Album. It was built in 1911 by the Baldwin Locomotive Works as No. 10 of the Nevada-California-Oregon Railroad (a part of which is now the Fernley-Lakeview line of the Southern Pacific.), went to the Pacific Coast at an unknown date and was scrapped at San Luis Obispo, California in 1947 after the road was abandoned. Photo at Santa Maria in June of 1935.

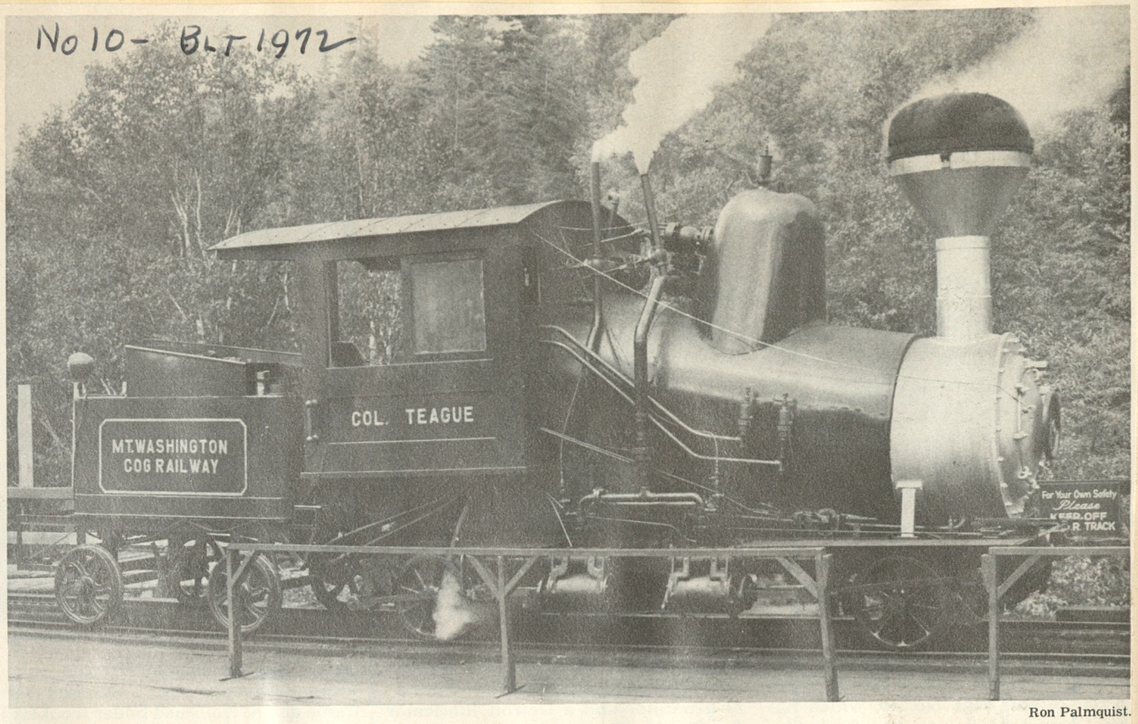


Mt. Washington Cog Railway

TO THE TOP OF NEW ENGLAND BY RAIL

VIA MOUNT WASHINGTON COG RAILWAY

No 10- Blt 1972



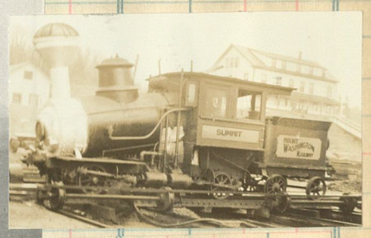
Ron Palmquist.

NO. 10 is named after her "father," the late Col. Arthur S. Teague, the cog-railway president who began the locomotive project in 1958.

Deep in the cool recesses of the wild timberland in the White Mountains of New Hampshire is situated the Base Station of the Mt. Washington Cog Railway, home to the nation's largest active fleet of standard gauge steam locomotives operating on a daily basis during New England's all too brief summer. To witness as many as eight engines under steam at once would in itself be worth a visit even on a flat section of track, but this line is built entirely on three miles of trestle, climbing average grades of 25% with some sections reaching 37.5%. The reason for the incredibly steep incline is that the tough, slant-boilered steam machines must tussle with a route to the top of Mt. Washington, New England's highest peak at 6288 feet above sea level.

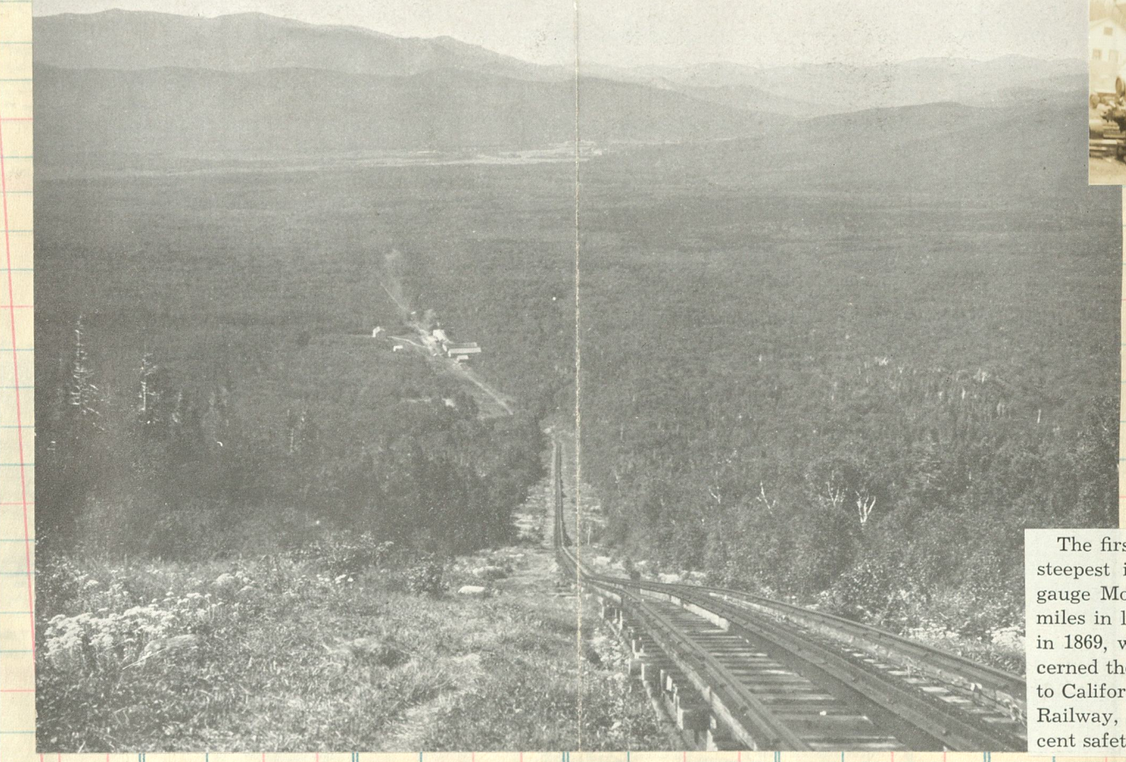
To think that this 110 year old anachronism was built at all, and continues to thrive today is amazing. Before going into detail about current operation there is a fascinating story to be told of how the world's first mountain climbing railway was formed through the great hardships and toil of farsighted pioneering men.

The real promoter and financial backer of the understaking was a Sylvester Marsh who was born in 1803 on a farm in Campton, N.H.



The "Summit" at
Base Station NH
9/39 McK foto

Mountains Everywhere As You Ascend The Highest

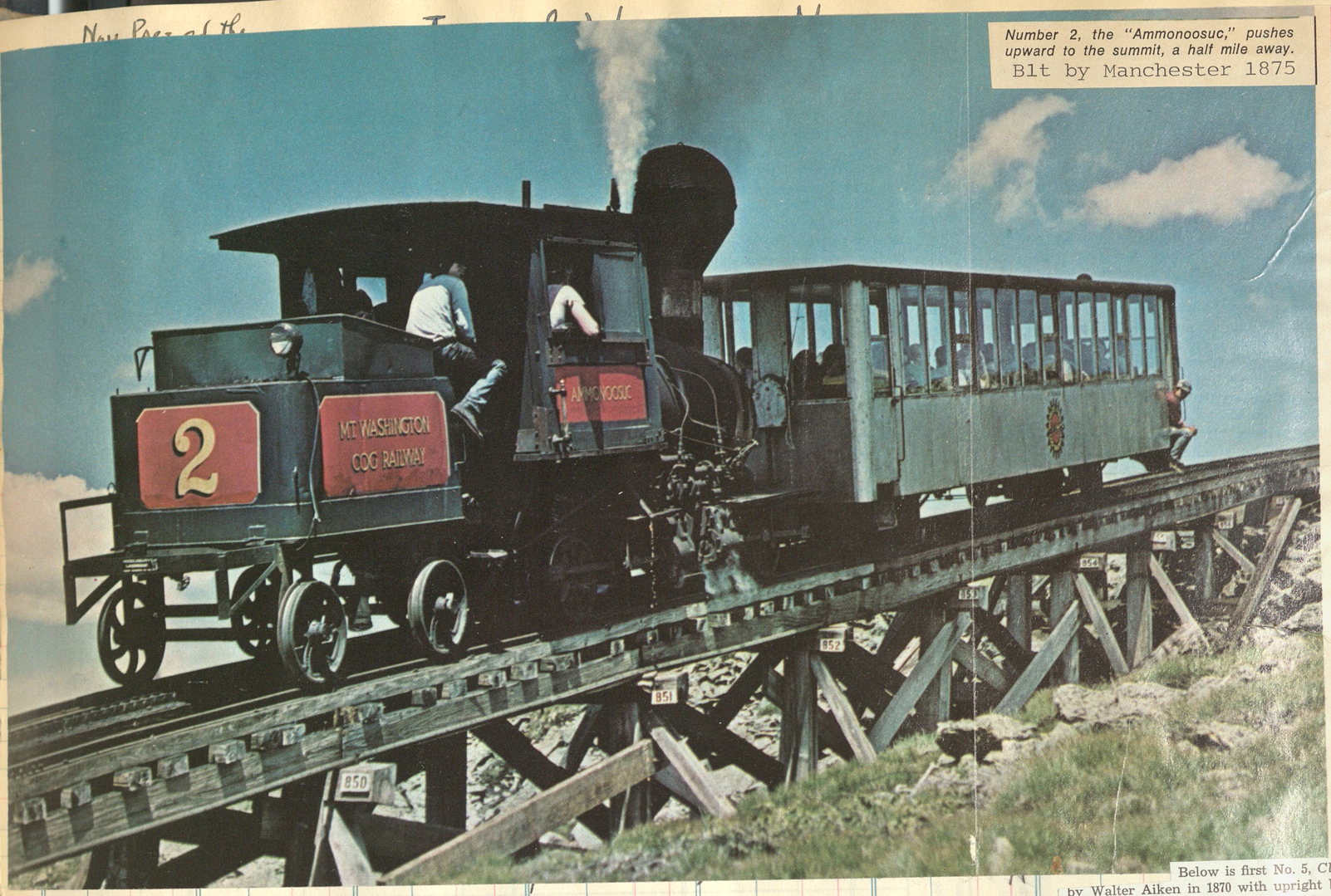


The first cog road in the world is also the steepest in existence today. It is the 4′-7″ gauge Mount Washington Cog Railway, 3.17 miles in length, at Marshfield, N. H., opened in 1869, when the big news of the day concerned the completion of the Pacific Railroad to California. To date the Mount Washington Railway, highest in the East, has a 100 per cent safety record.

Marshfield House is the starting point for the flight to the clouds.

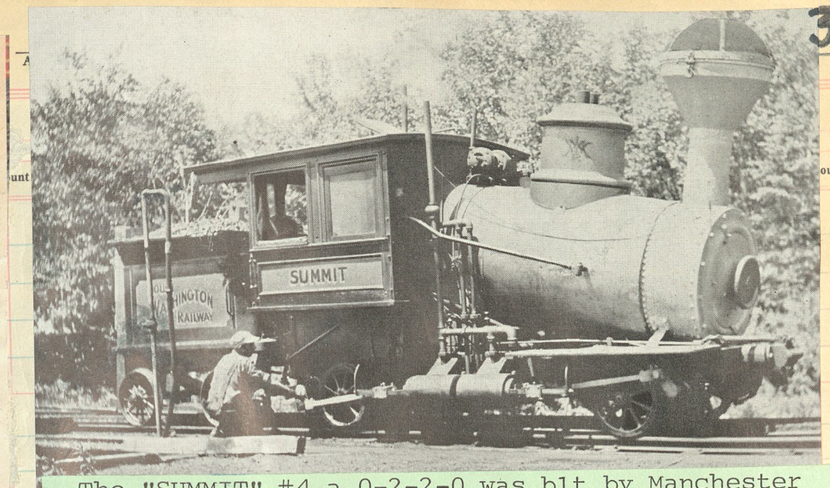
The railroad's newest loco, "Col. Teague," pushes a coach across the Ammonoosuc River trestle.

LOOKING DOWN AT THE BASE STATION OF THE MT. WASHINGTON COG RAILWAY



Number 2, the "Ammonoosuc," pushes upward to the summit, a half mile away.

B1t by Manchester 1875



The "SUMMIT" #4 a 0-2-2-0 was b1t by Manchester in 1883 as #1 of the Green Mountain Cog Ry. Sold to MtW in 1895. The four cyls were 8x12

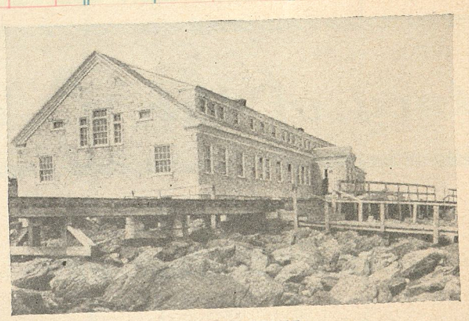
The brakeman calls attention to the steepest section of the trestle, Jacob's Ladder, with a grade of 37 per cent.

Below is first No. 5, *Cloud*, built by Walter Aiken in 1870 with upright boiler and two 10″ x 16″ cylinders; rebuilt at Manchester in 1876 with horizontal boiler and four 8″ x 12″ cylinders. It was scrapped after a fire in 1895.

H. S. Walker collection.

COG RAILWAY PASSENGERS CHANGING TRAINS AT GULF TANK

No. 9 hikes up the last few feet to the present Summit House, built in 1915, as a crane works in the background, helping to construct a new Summit House.



SUMMIT HOUSE

Modern conveniences and comforts in natural setting of rugged beauty.

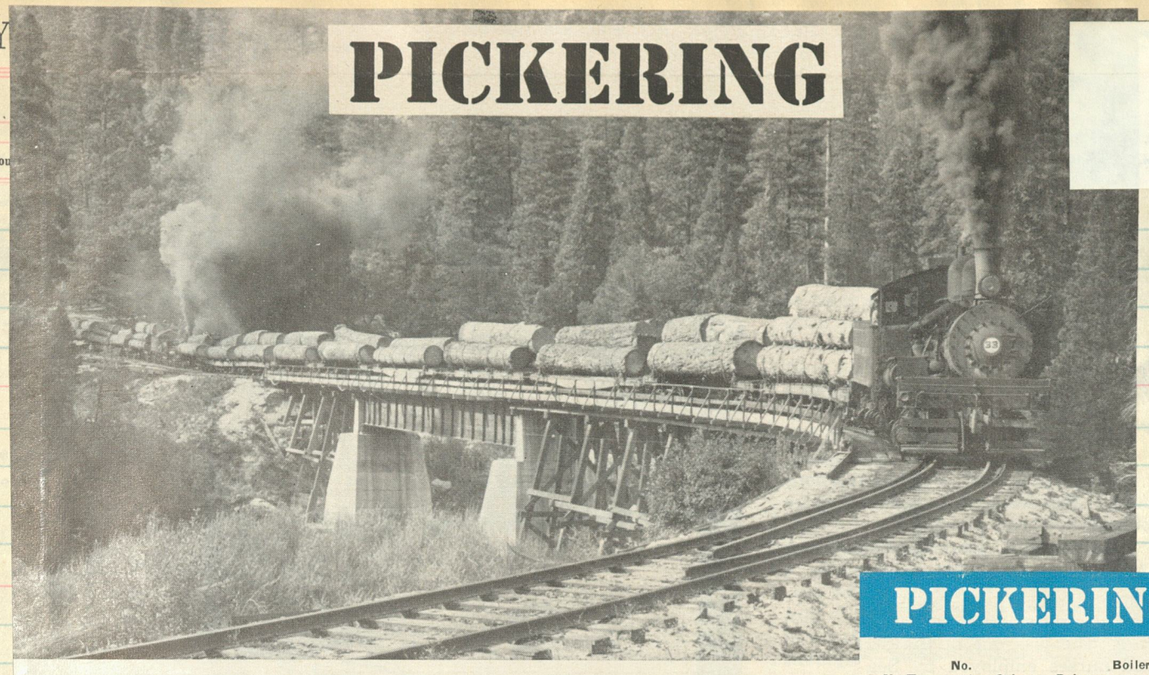
At the top

New Y

SELLER
DATE
FORM | DESTINATION | Amou | Sold | Amount

PICKERING

High in the Sierra Nevada Mountains of central California, though, the Pickering Lumber Corporation still brings logs down to Standard (and a connection with the Sierra) in the grand tradition. The 75 standard-gauge miles of the Pickering system climb from 2300 feet at Standard to 4318 feet at Skull Creek Camp and along the way encounter grades up to 4.7 per cent, 48 bridges and trestles, and an elevation of 4767 feet at Soap Creek Pass. In season, 50 section hands are required to keep this network in repair, with 14 men working on the bridgework alone.



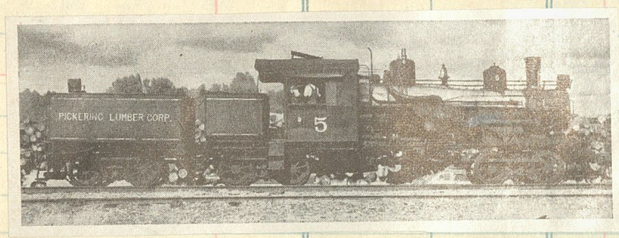
Heralded by that rapid exhaust peculiar to the geared engine, two Shays head up a 2 per cent grade from the Middle Fork of the Stanislaus River.

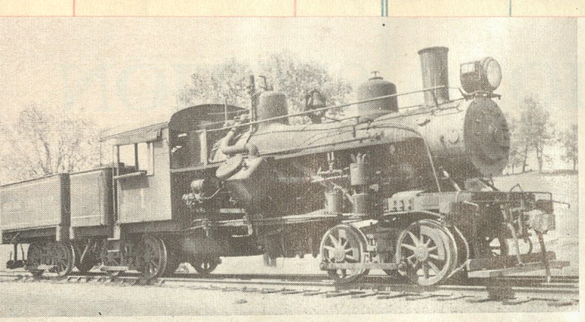
PICKERING LUMBER CORPORATION
STANDARD, CALIFORNIA 95373
Established 1904

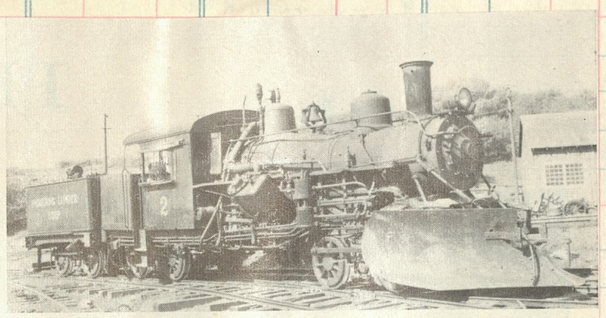
PICKERING LOCOMOTIVES

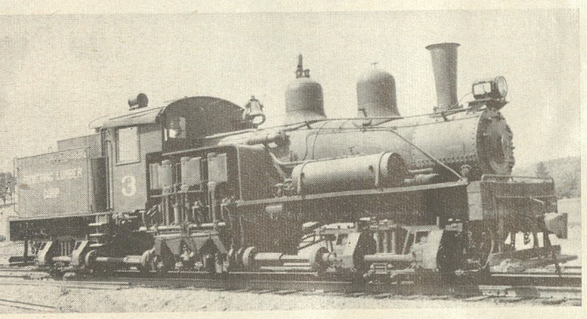
No.	Type	No. trucks	Cyl.	Drivers	Boiler pressure	Tractive force	Weight	Builder & date	Former owner & no.
1	H*	3	18x16	40	180	32,500	170,000	H 1913	Sunset Timber Co. 1 Dempsey Lumber Co.
2	H	3	16x15	38	180	26,000	150,000	H 1917	Hetch Hetchy R.R. 2
3	S‡	2	12x12	36	180	24,000	125,000	L§ 1910	Sugar Pine Ry. 3 Standard Lumber Co. 3
5	H	3	18x16	40	180	32,500	172,000	H 1912	Sugar Pine Ry. 5 Standard Lumber Co. 5
6	S	3	13½x15	36	200	35,100	198,200	L 1921	Hetch Hetchy R.R. 6
7	S	3	13½x15	36	200	35,100	196,000	L 1925	Fruit Growers Sup. Co. 5 Standard Logging Co. 80
8	S	3	14½x15	36	200	40,400	209,800	L 1924	Cascade Timber Co. 108 Long-Bell Lum. Co. 1008
10	H	3	18x15	40	180	30,000	166,000	H 1912	Blue Jay Lumber Co. 10
11	S	3	13x15	36	200	38,200	193,300	L 1929	Forest Lumber Co. 5
12	S	3	14½x12	36	180	29,100	159,600	L 1903	Sierra Ry. of Calif. 12 Standard Lumber Co. 12
33	S	3	14½x15	36	200	40,400	202,600	L 1922	

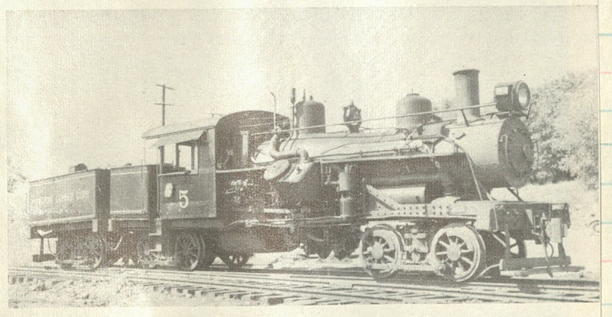
*Heisler ‡Shay §Lima

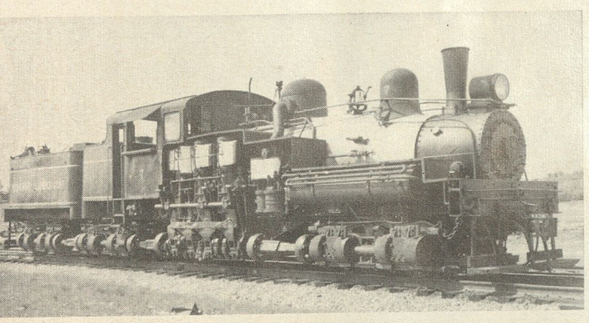


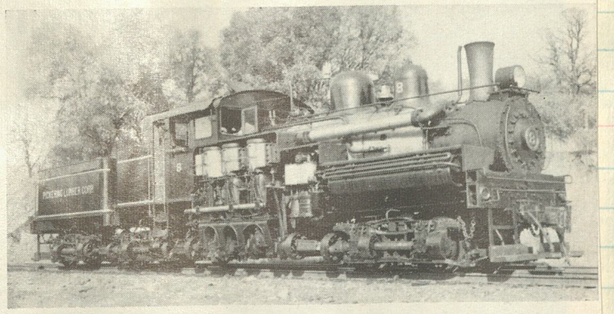


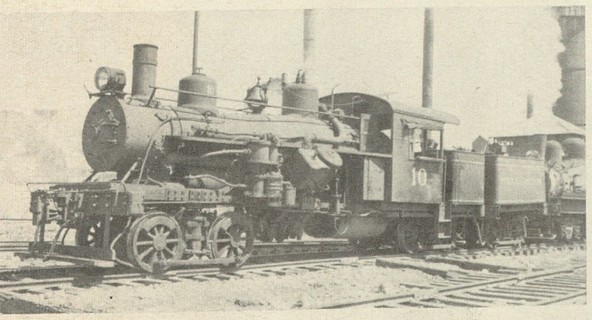


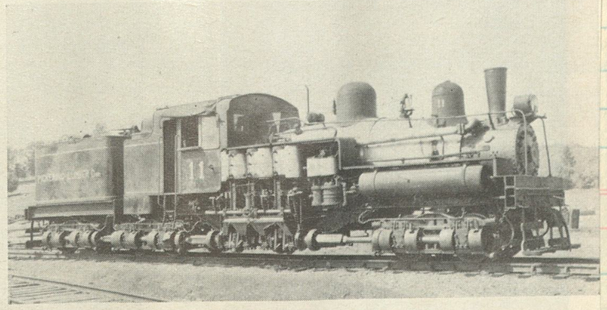


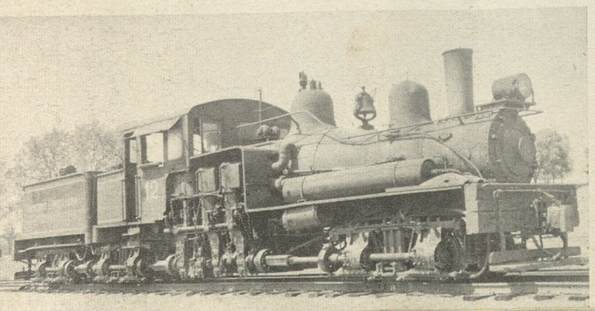


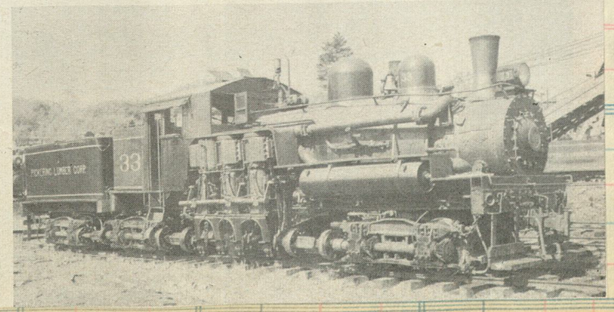


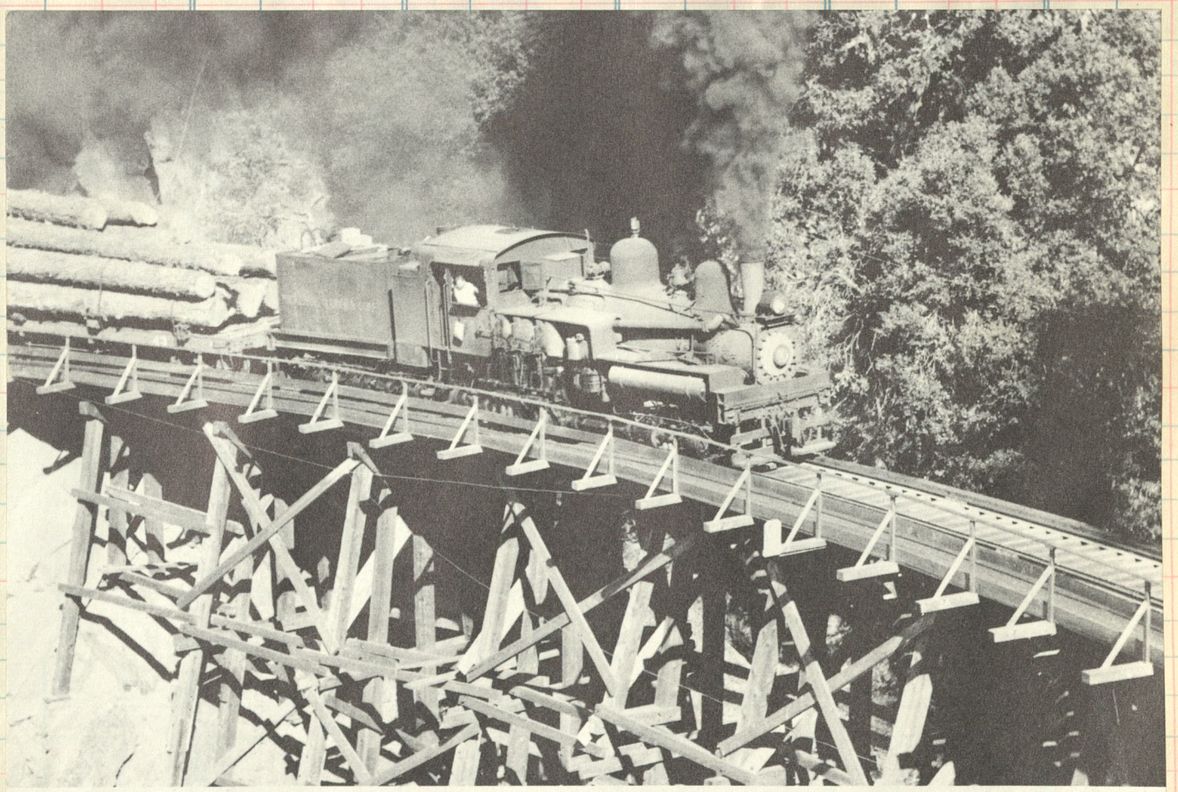












PICKERING LUMBER CO. • Soap Creek, California • Donald Duke

Erwin D. Joslyn, 2164 Castro Way, Sacramento, Calif.

LITTLE RIVER STATION.

NYCS AP A-46 — 7-47 1000 bks. (Eureka 4423) Printed in U. S. A.

CUT HERE To Make Short Sheet

RER 86

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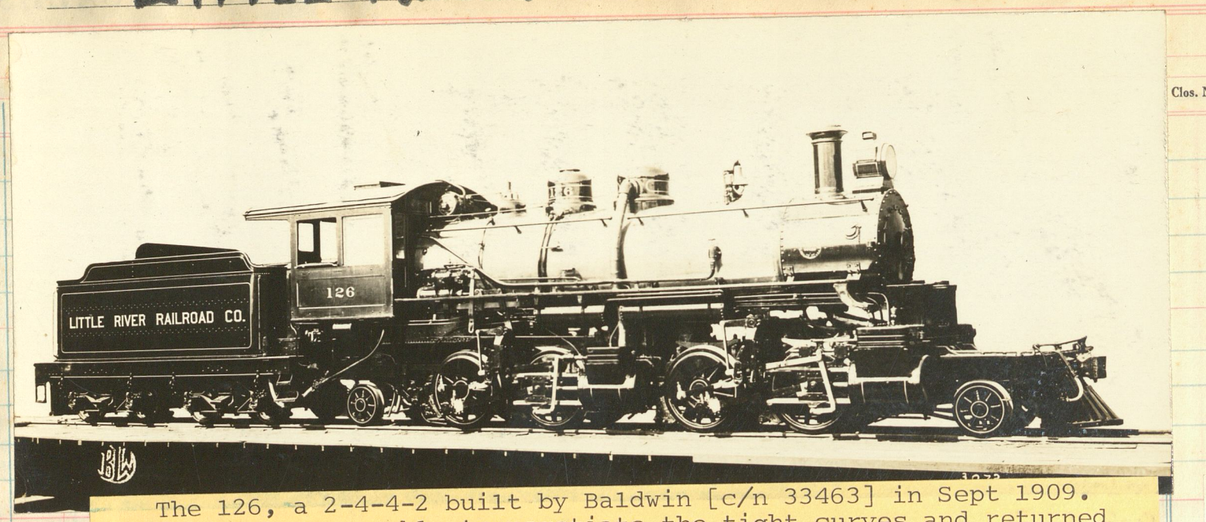
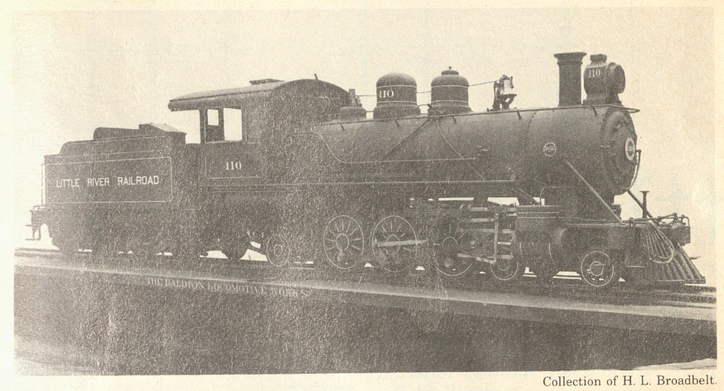
LITTLE RIVER RAILROAD.
D. H. TIPTON, General Superintendent, Townsend, Tenn.
Extends from **Walland**[1] to Townsend, Tenn. (8 miles). Operated for freight service only. *December*, 1934.
Connection.—[1] With Knoxville & Augusta R.R.

Extended from Walland, Tenn - conn with Knoxville & Augusta, to Elkmont, 26 miles.

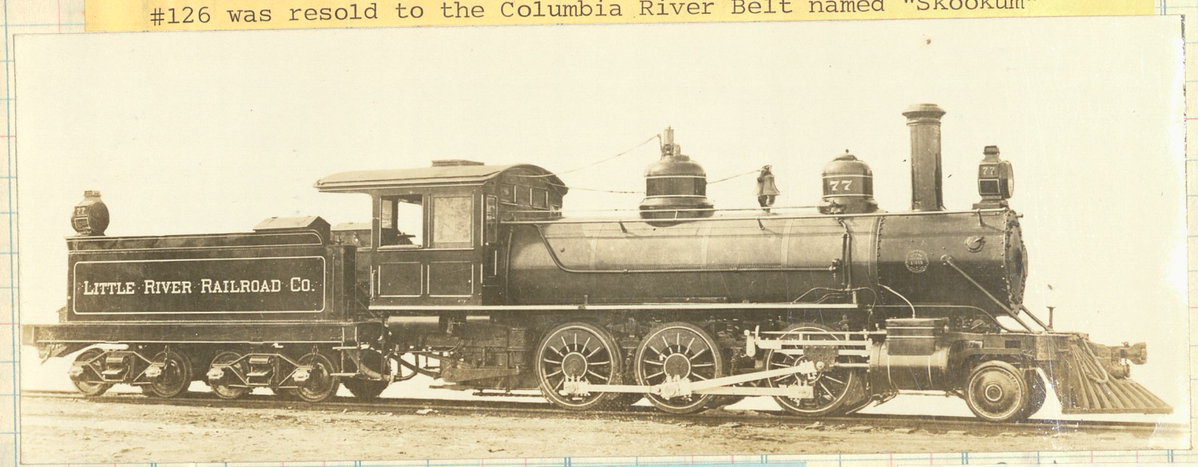


The 126, a 2-4-4-2 built by Baldwin [c/n 33463] in Sept 1909. However, was unable to negotiate the tight curves and returned to Baldwin. Replaced in Dec 1909 by a smaller 2-4-4-2 #148 ? #126 was resold to the Columbia River Belt named "Skookum"



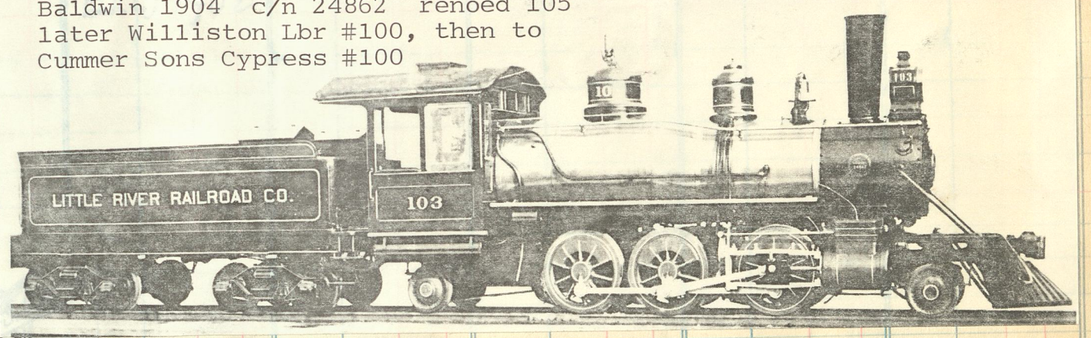
Collection of H. L. Broadbelt.

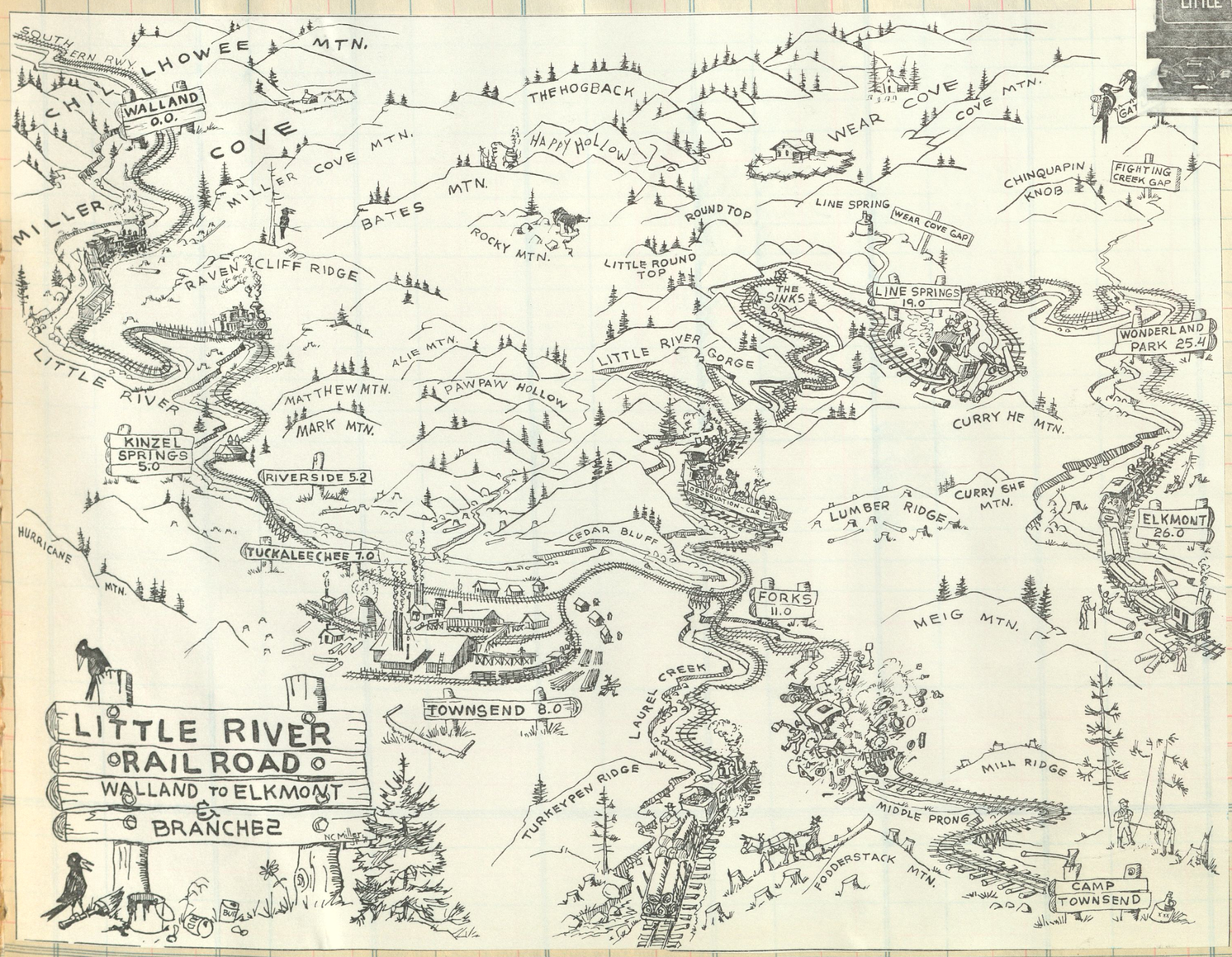
BALDWIN construction number 37303, new in Philadelphia in November 1911.

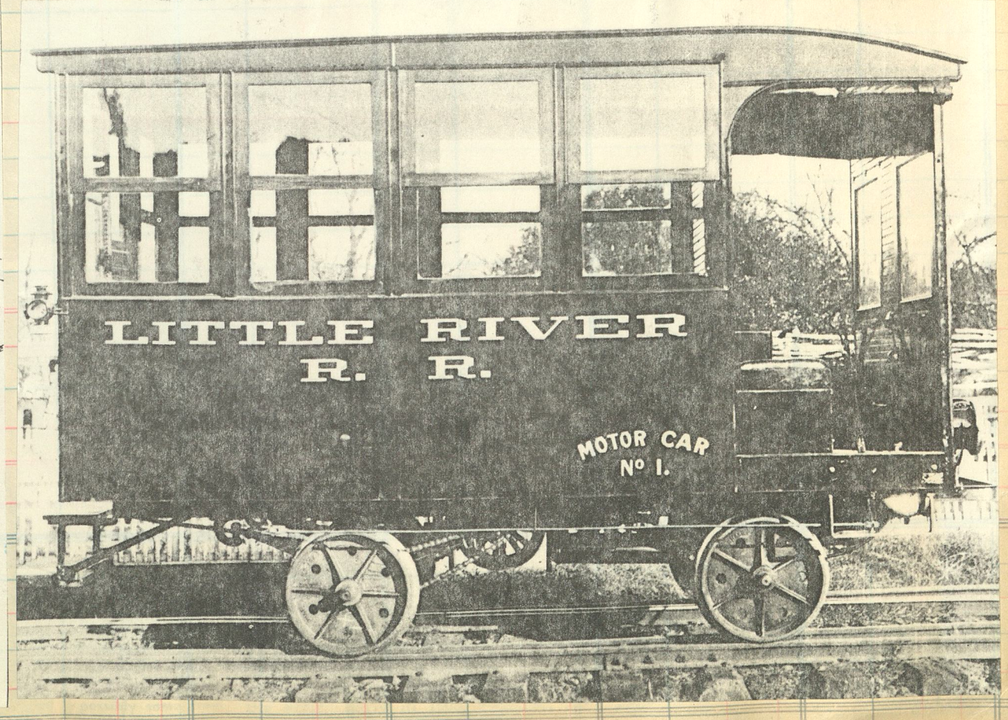


Mogul #77 delivered by Baldwin 1903 (c/n 21659)

Baldwin 1904 c/n 24862 renoed 105 later Williston Lbr #100, then to Cummer Sons Cypress #100



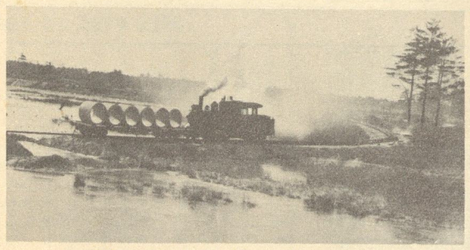




SPRING SCHEDULE, APRIL 24, 1949

EDAVILLE RAILROAD

Narrow (2-foot) Gauge. The Cranberry Belt Route



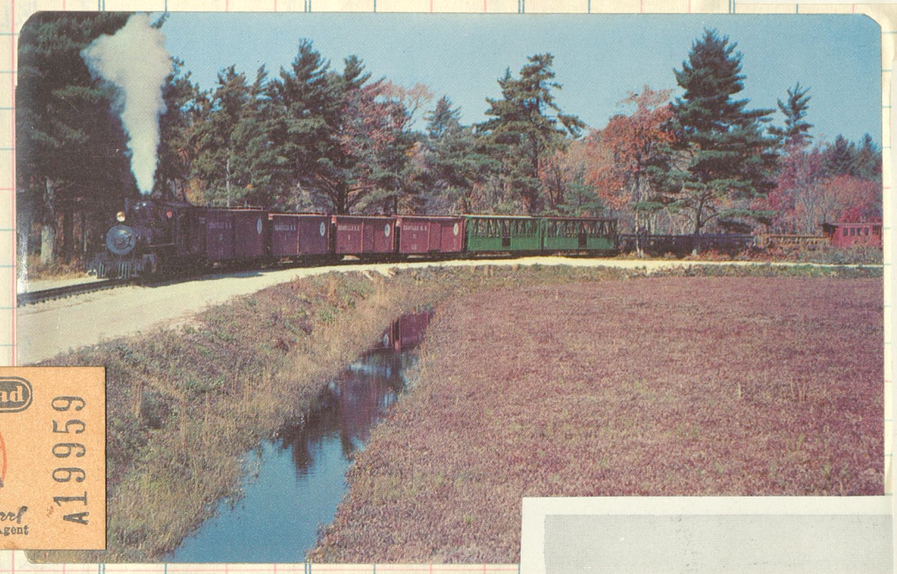
Off to Work We Go — On the Bog

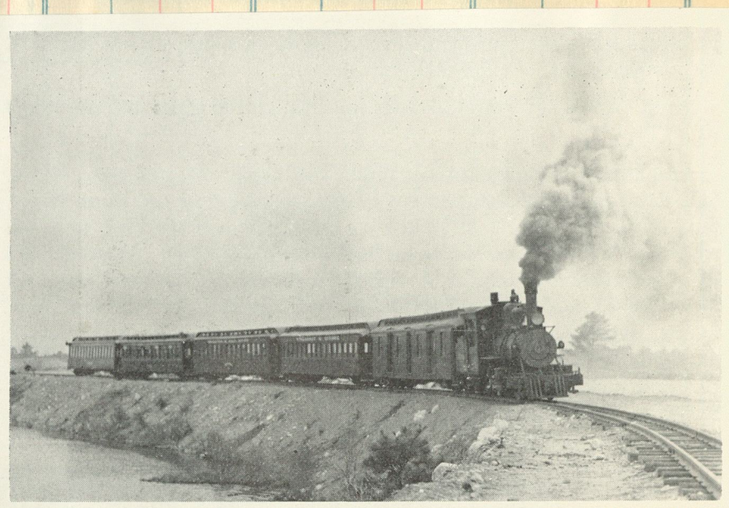
MAIN OFFICES AND SHOPS
EDAVILLE
SOUTH CARVER, MASS.
Telephone Carver 54-4

ELLIS D. ATWOOD, OWNER

(Moody Photo)

No. 7 crosses some undeveloped bog. Maybe next year cranberry vines will bloom over there in the brush.

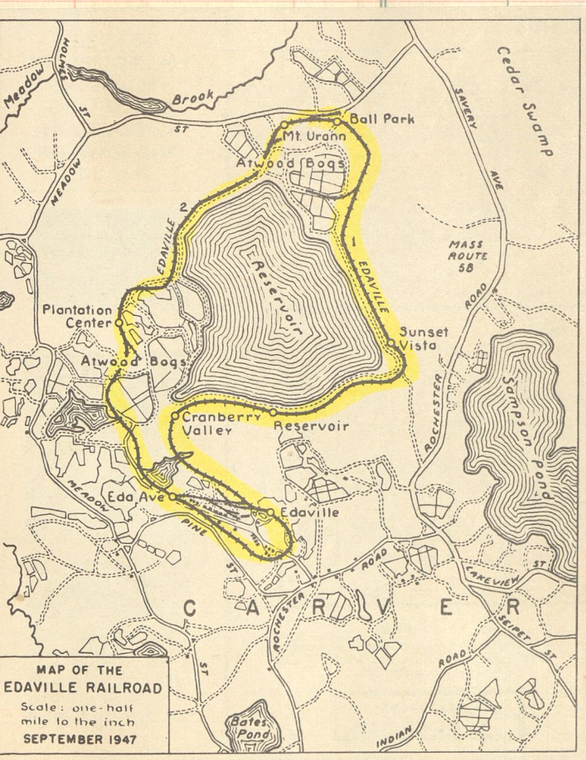




(Moody Photo)

A passenger train smokes across the dike and along the shores of the big 300-acre reservoir. 60-pound rail from a White Mountain logging road, supported by ex-New Haven ties, makes a wonderful track.

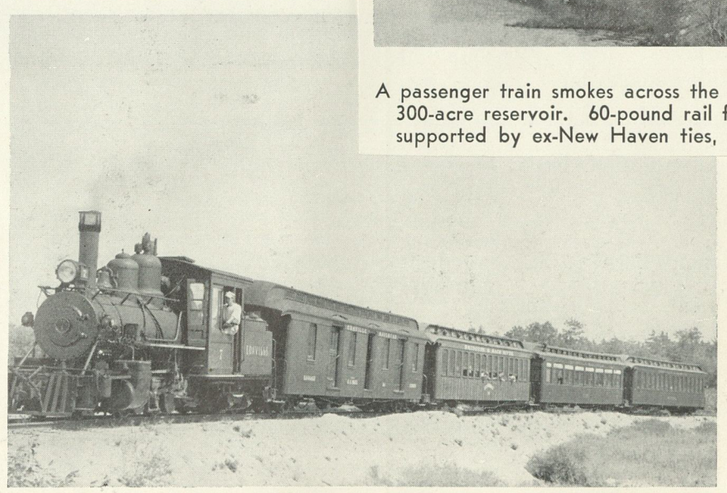
Edaville Railroad
EDAVILLE
—TO—
SUNSET VISTA
Ellis D. Atwood
General Passenger Agent
A19959



MAP OF THE EDAVILLE RAILROAD
Scale: one-half mile to the inch
SEPTEMBER 1947

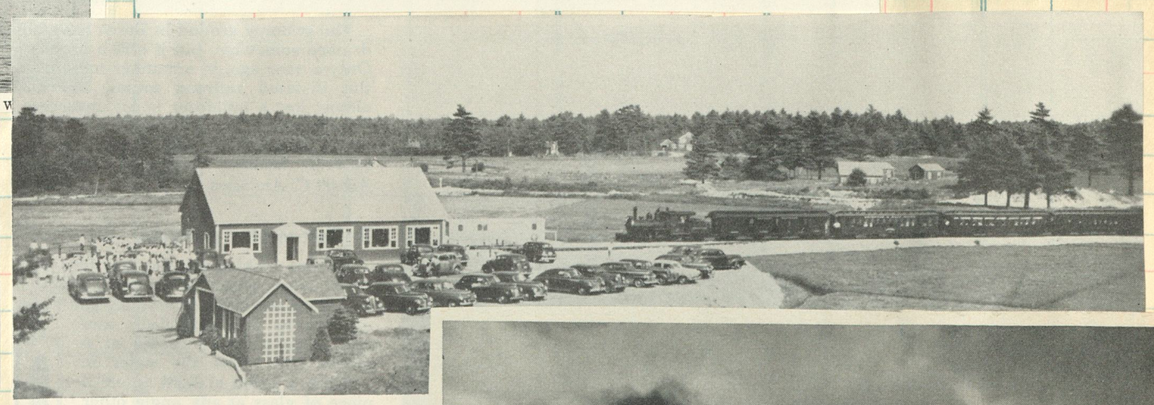
TRAVELED

Kent W



(Moody Photo)

No. 7 hauls Mr. Atwood's passenger train, loaded with a hundred of his guests.



Scenery along the Cranberry Belt is typical of Cape Cod. Pine trees give way to lakes and then to rolling sand dunes. The cranberry bogs themselves are a lush green. No. 7 puffs across No. 2 bog and into the new station at Edaville, which swarms with crowds every summer weekend. Often 600 cars are parked here.

Mr. Ellis Atwood was able to save some of the two foot gauge equipment and build his own railroad at Carver, Mass. Four diminutive engines were retrieved, two from the B&H [B&SR] and two from the Monson. These clips show Eng #7, former B&SR #7, built by Baldwin 1913 c/n 40864.

The parlor car Rangeley, complete with swivel chairs, sports a classy tail sign when running at the end of the Governor Bradford. Its interior includes a smoking compartment, toilet, lavatory, and heater. Swivel chairs are placed two abreast. The Rangeley was built in 1901.

The New Year's Special puffs through the frosty Cape Cod air, telling the cockeyed world that miser gauges can run in the snow.

Rail Photo Service: Stanwood K. Bolton Jr.

THE TEXAS MEXICAN RAILWAY COMPANY

731

NYCS
AP A-46

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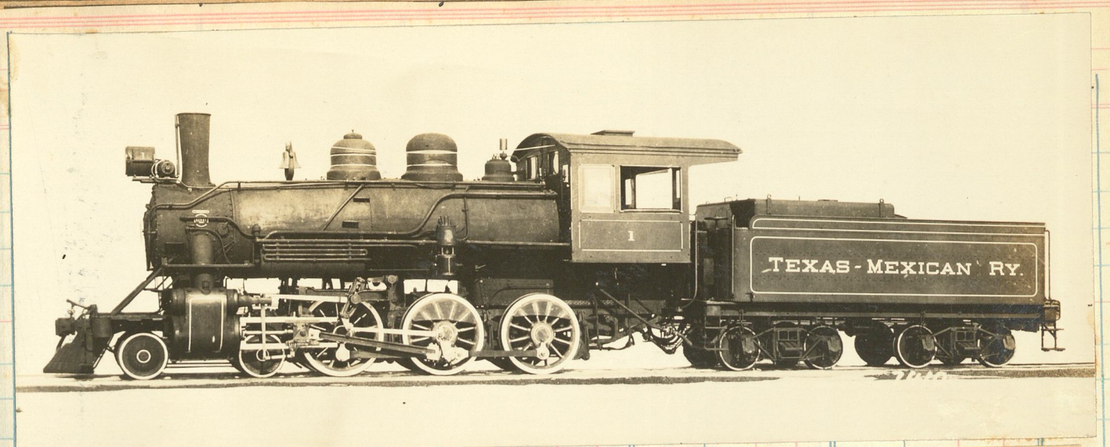
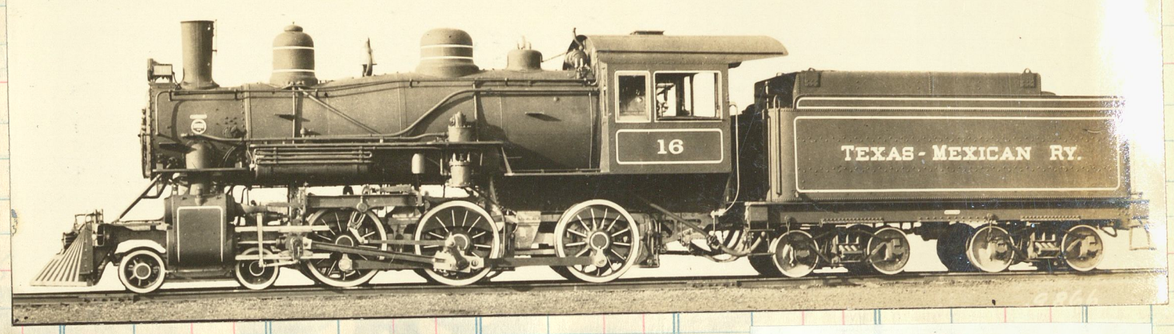
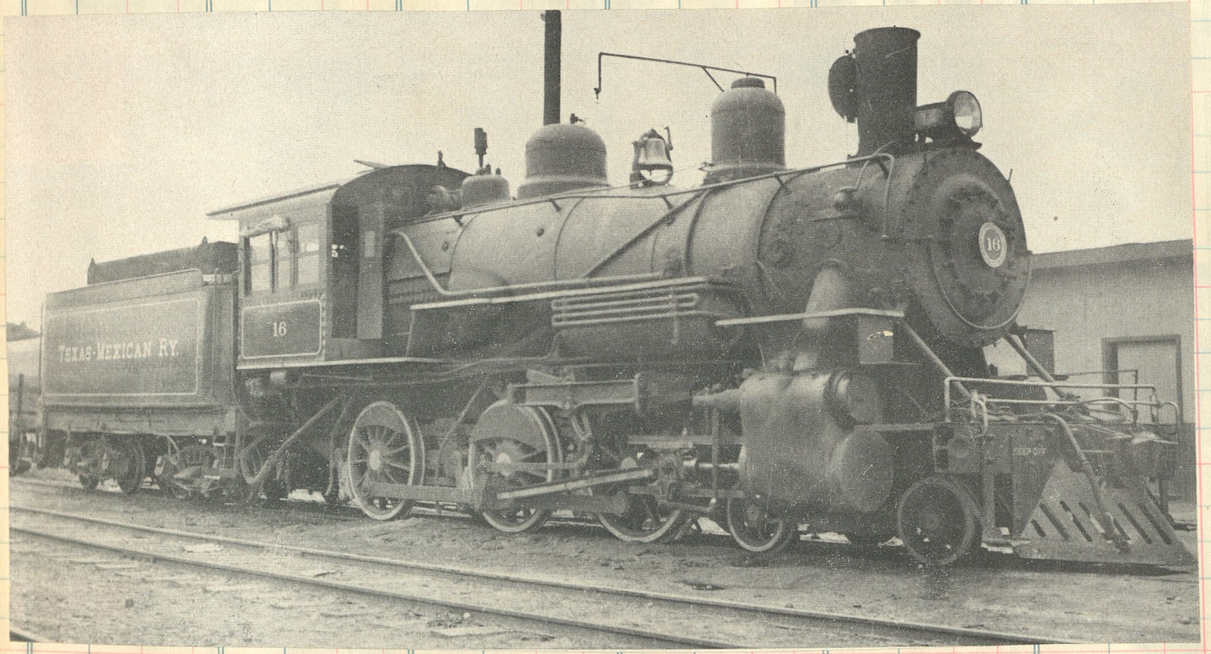
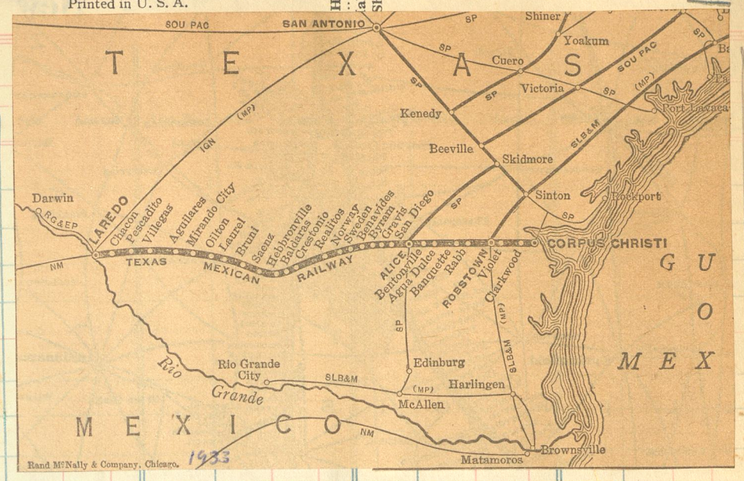


Ten wheeler delivered by Baldwin 1920 (c/n 52921). Later #1 on the Arkansas & Louisiana Missouri [Frost Lumber Industries]



Baldwin 1926 c/n 59530





M T COGLEY, President, Laredo, Tex.
M. M. LEYENDECKER, General Manager, "
C. M. FISH, Traffic Manager, "
W C BEAMAN, Assistant Traffic Manager, "
W B. PLUMB, Assistant Traffic Manager, "
R L. WOODUL, Auditor "
G. B WINCH, Secretary and Treasurer, "
J D DODSON, General Counsel, "
A. R. SMITH, General Attorney "
J. P CRAVEN, General Agent, "

March 24, 1935.

No. 1 Mixed.	Mls.	LEAVE		ARRIVE	No. 2 Mixed.
*5 45 P M	0		Laredo[1]		8 30 A M
f6 10 "	5.4		Chacon		f7 57 "
f6 35 "	17.8		Pescadito		f7 37 "
f6 52 "	25.9		Villegas		f7 20 "
7 00 "	30.4		Aguilares		7 05 "
7 15 "	36.1		Mirando City		6 55 "
7 25 "	38.9		Oilton		6 50 "
f7 30 "	41.4		Laurel		f6 45 "
7 40 "	48.0		Bruni		6 30 "
f7 50 "	52.7		Saenz		f6 15 "
8 15 "	61.6		Hebbronville		5 50 "
f8 22 "	64.2		Balderas		f5 37 "
8 35 "	68.9		Crestonio		5 27 "
8 50 "	76.2		Realitos		5 10 "
f9 10 "	85.2		Norway		f4 48 "
f9 12 "	86.3		Sweden		f4 46 "
9 25 "	90.8	arr.	Benavides	lve.	4 35 "
9 25 "	90.8	lve.	Benavides	arr.	4 35 "
f9 38 "	96.9		Byram		f4 20 "
f9 45 "	99.2		Gravis		f4 15 "
10 05 "	108.8		San Diego		3 55 "
10 35 "	118.8	arr.	Alice[2]	lve.	3 30 "
10 50 "	118.8	lve	Alice	arr	2 45 "
11 07 "	126.2		Bentonville		2 25 "
11 14 "	129.2		Agua Dulce		2 15 "
11 31 "	136.3		Banquete		1 53 "
f11 38 "	139.5		Rabb		f1 46 "
11 50 P M	144.9	arr.	Robstown[2]	lve.	1 35 "
12 05 A M	144.9	lve.	Robstown	arr.	1 20 "
12 18 "	148.8		Violet		1 12 "
12 28 "	152.5		Clarkwood		1 05 "
12 45 A M	160.8		Corpus Christi[4]		*1245 A M
		ARRIVE		LEAVE	

Connections.—[1] With International-Great Northern R.R., National Rys. of Mexico and Rio Grande & Eagle Pass R.R. [2] With Texas and New Orleans, Kansas City, Mexico & Orient Ry., Missouri Pacific Lines, St. Louis Brownsville & Mexico Ry. [4] With Texas and San Antonio, Uvalde & Gulf R.R.

*Daily; f stops on signal. ♁ Telegraph stations. *Central time.*

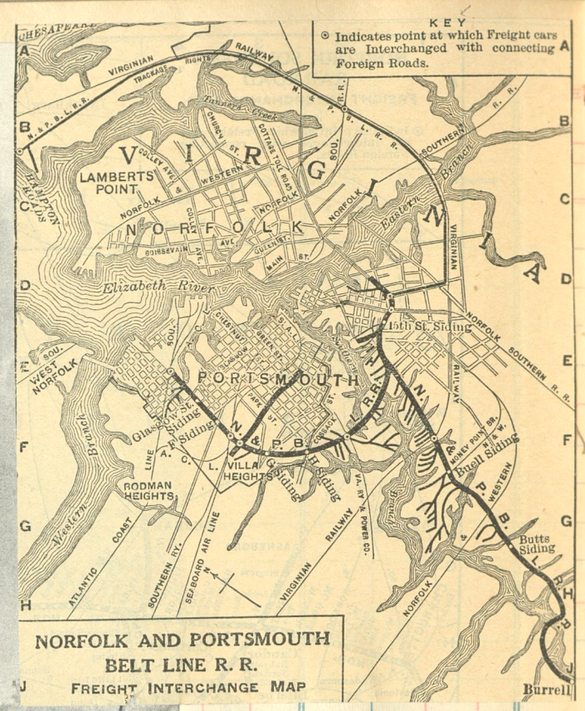
SELLER

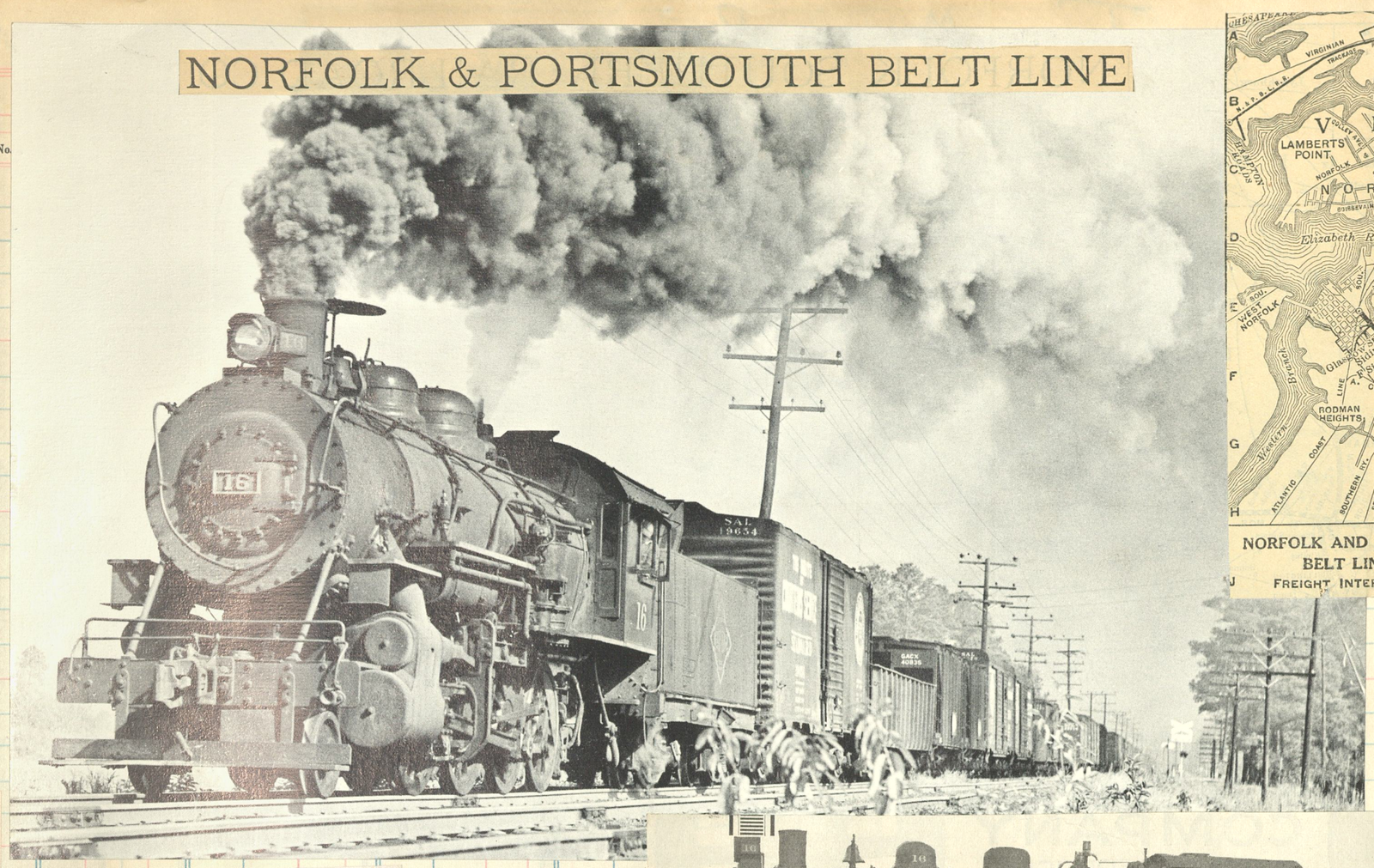
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.

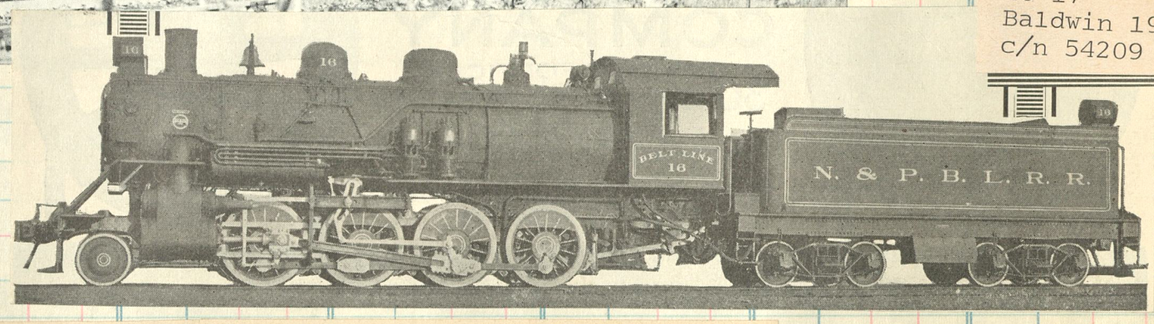
NORFOLK & PORTSMOUTH BELT LINE

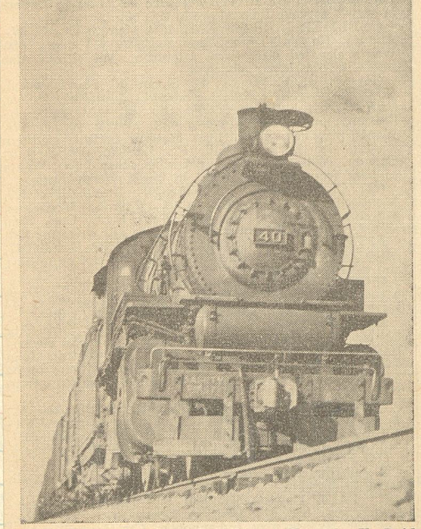
FOR a railroad that almost nobody has ever heard of beyond its own neighborhood, the 27-mile Norfolk & Portsmouth Belt Line Railroad is an astonishing property. It has only eight stockholders, yet each is a class 1 common carrier of stature in Eastern Seaboard transportation (Atlantic Coast Line, Chesapeake & Ohio, Norfolk & Western, Norfolk Southern, Pennsylvania, Seaboard Air Line, Southern, and Virginian). These several parents, whose older locomotives power many N&PBL trains, are paid a 6 per cent annual dividend by their bustling child of the wharves and are treated impartially on a traffic basis. The little line has an odd seasonal traffic, a fertilizer rush out of the South Norfolk and Berkely area which gets under way in February and lasts until early April.



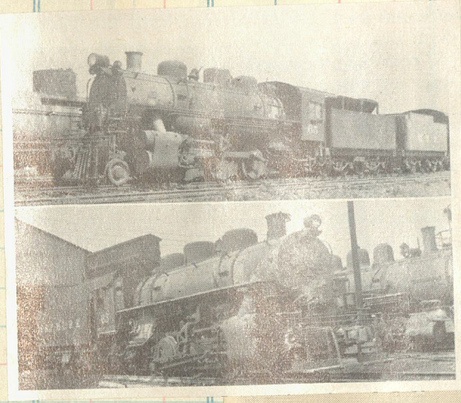


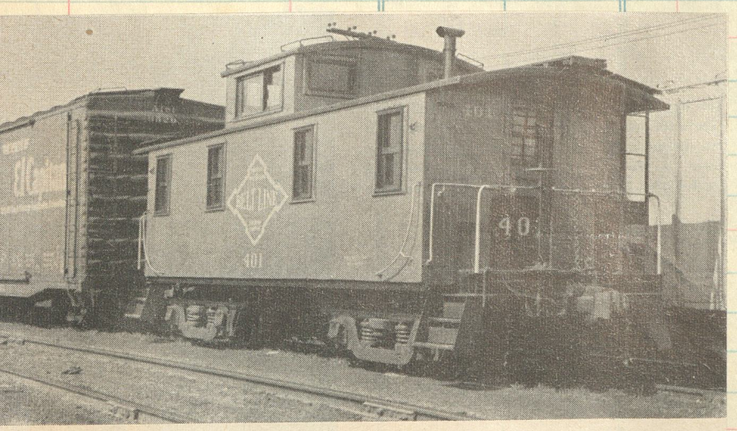
16-17
Baldwin 1920
c/n 54209



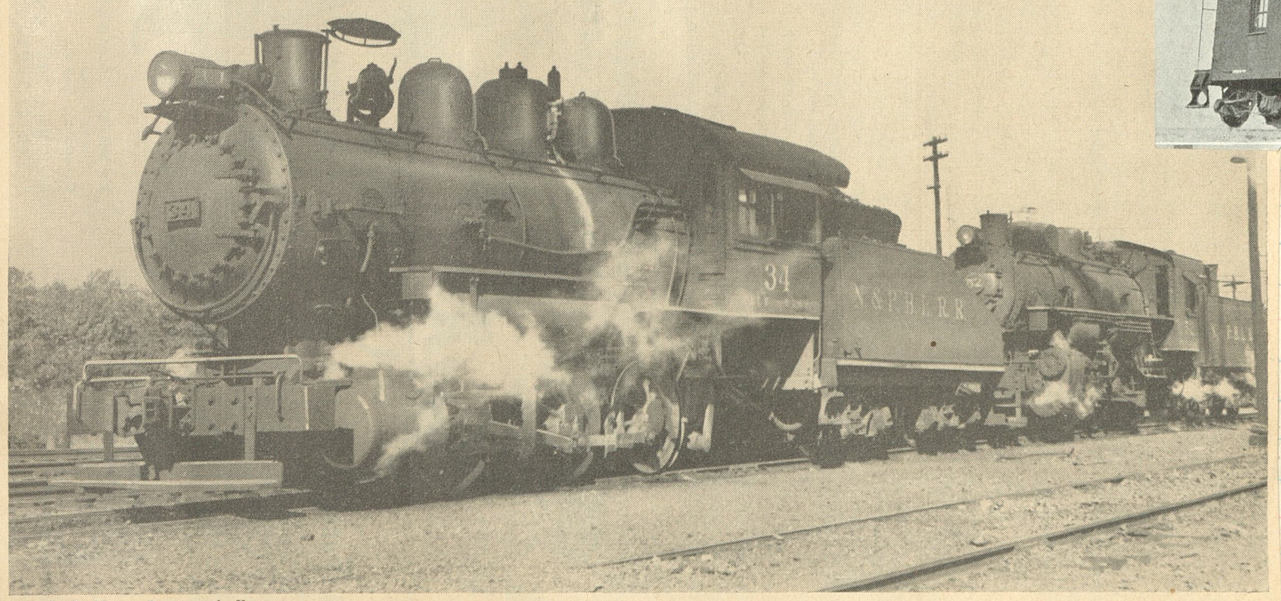


Norfolk & Portsmouth Belt Line Photo by H. Reid



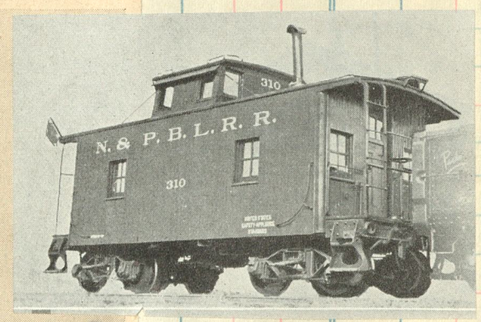


rfolk & Portsmouth Belt Line caboose No. 401 at South Norfolk, Va., is one of two acquired from DL&W



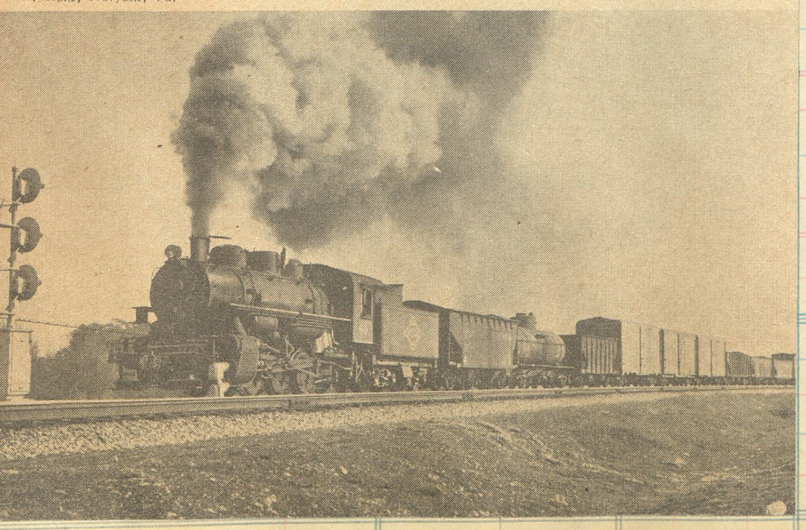
L. D. Moore, Portsmouth, Va.

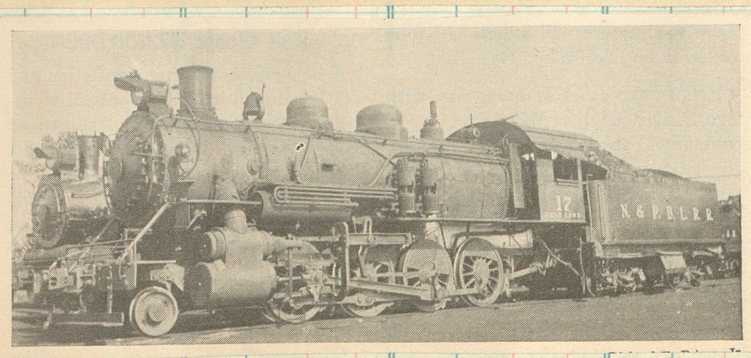
PAST PORTRAIT. Norfolk & Portsmouth Belt Line switcher No. 34 in farewell pose for camera at Sewalls Point Yards, Norfolk, Va. before being scrapped. Built by Schenectady in 1907, engine was purchased from the Vandalia by N&PBL

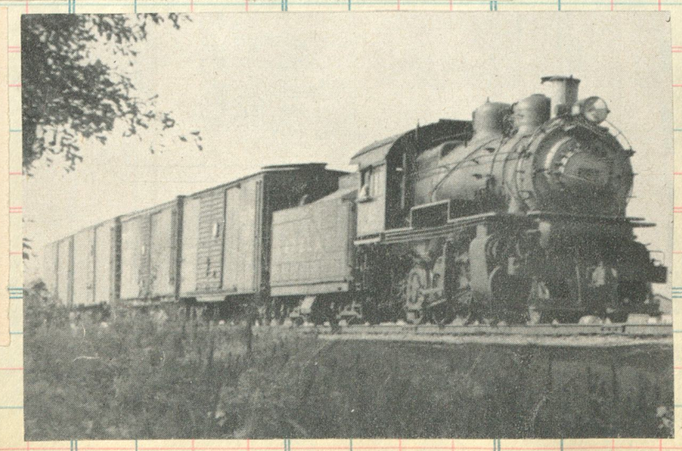


SURPLUS. The Norfolk & Portsmouth Belt Line Railroad uses six-wheel switchers out on the high iron, in this particular case on the Virginian Railway's pike near the Tidewater tower in Norfolk. N&PBL bought No. 60 in a '49 Army surplus sale

H. Reid, Norfolk, Va.







Bldw 1920
54209

Now part of the B&O.

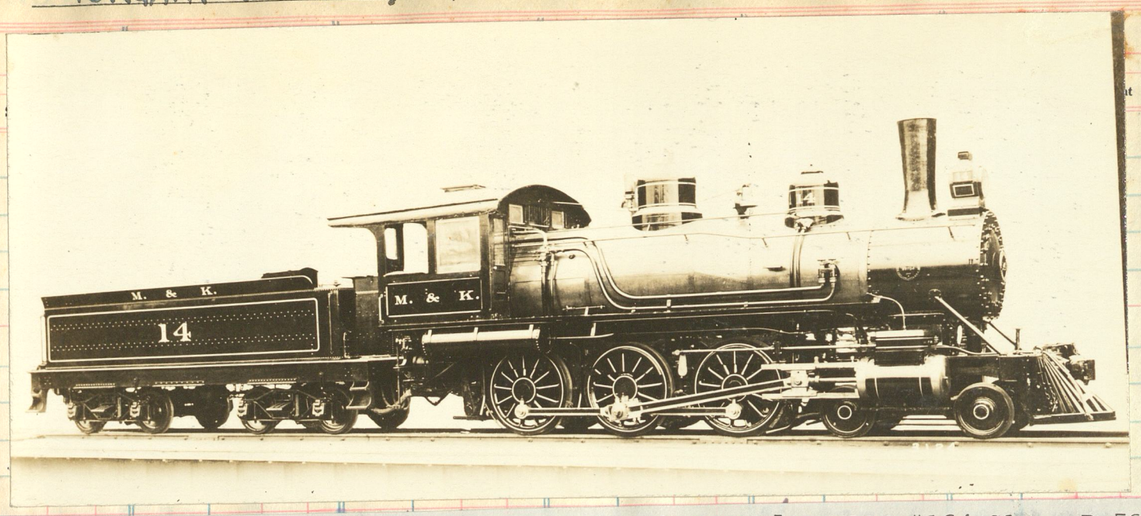
MORGANTOWN & KINGWOOD STATION.

NYCS AP A-46 — 7-47 1000 bks. (Eureka 4423) Printed in U. S. A.

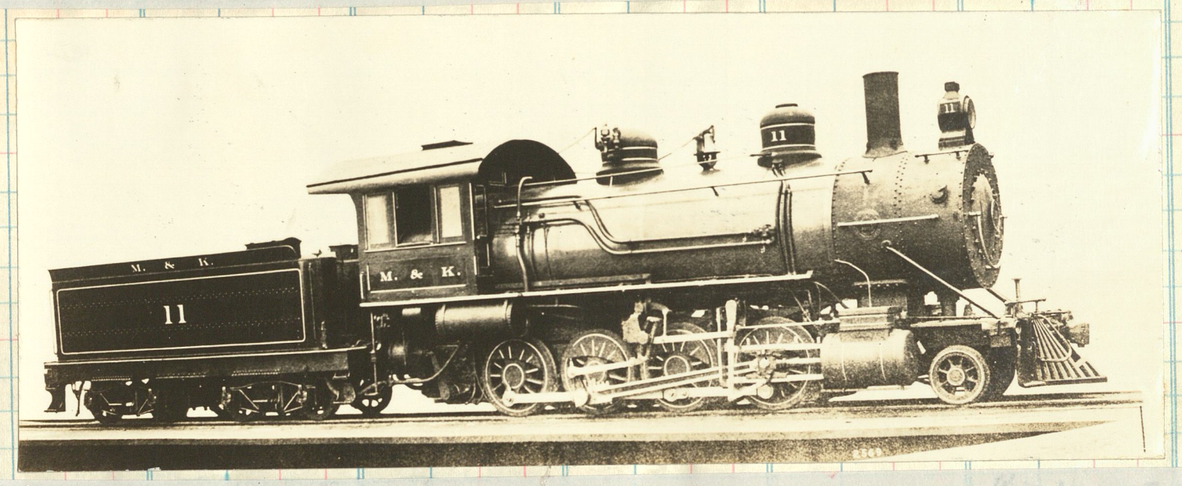
CUT HERE To Make Short Sheet

9

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



Ten wheeler #14 delivered by Baldwin 1909 [c/n 33704] To B&O #164 Class B-56



#11, a typical Baldwin "gunboat", blt in 1907. Later to B&O #420 Class E-40

Extended from Morgantown W.Va., to M&K Jct, 47 miles

Became part of B&O in 1920

MORGANTOWN & KINGWOOD RAILROAD.

DAVIS ELKINS, President. RICHARD ELKINS, Vice-President. F. K. BRETZ, Gen. Mgr. & Pur. Agt. CHAS. F. SUTHERLAND, G. F. & P. A.

T. F. BURK, Auditor. W. K. WATSON, Car Accountant. E. H. WINGROVE, Supervisor. D. G. DESMOND, Master Mechanic. C. W. MURPHY, Master Carpenter. C. R. METZLER, Trainmaster.

General Offices—Morgantown, W. Va.

Trains marked * run daily; † daily, except Sunday; ‡ Saturdays only.

....	19	17	15	Mls.	November 28, 1915. East time.	18	18	20
	P M	Noon	A M	.....	LVE.	A M	P M	P M
	§3 30	*12 45	†6 50	0	Morgantown[2]	11 25	6 25	8 07
	3 37	12 58	6 57	2.0	Sabraton	11 18	6 18	8 00
	3 46	12 56	7 04	3.8	Rock Forge	11 13	6 13	7 55
	3 48	1 01	7 06	4.5	Richard	11 11	6 11	7 53
	3 49	1 05	7 10	5.9	Delilow	11 07	6 07	7 49
	3 57	1 13	7 18	9.0	Stuglison	10 59	5 59	7 41
	4 07	1 23	7 28	12.5	Cascade	10 49	5 49	7 30
	4 11	1 27	7 32	13.5	Masontown	10 45	5 45	7 26
	4 17	1 33	7 38	15.2	Bretz	10 40	5 40	7 20
	4 23	1 39	7 44	17.8	Reedsville	10 34	5 34	7 14
	4 39	1 54	7 59	23.1	Manown	10 19	5 19	6 58
	4 57	2 13	8 18	29.5	Kingwood	10 02	5 02	6 42
	5 13	2 25	8 30	33.9	Albright	9 52	4 52	6 32
	5 38	2 50	8 55	45.7	Manheim	9 27	4 27	6 07
	5 45	2 58	9 00	47.4	Rowlesburg	9 22	4 22	6 02
	5 44	2 56	9 01	47.9	M. & K. Junction[3]	9 20	‡4 20	4 §00
	P M	P M	A M	.....	ARRIVE	LEAVE	A M	P M	P M

Connections.—[2] With Baltimore & Ohio R.R. and Morgantown and Wheeling Ry. [3] With Baltimore & Ohio R.R.

The Narragansett Pier Railroad Co.

PEACE DALE, RHODE ISLAND (1870s) Narragansett Pier Railroad

The Narragansett Pier line was an early summer resort line operating eight miles from Kingston where connection was made with the New York, New Haven & Hartford. Peace Dale was an intermediate station about midway.

GENERAL OFFICERS.

ROWLAND HAZARD, President.....Peace Dale, R. I.
R. R. ROBINSON, Treasurer.....Wakefield, R. I.
J. A. MONAHAN, Secretary & Asst. Treas. "
ANDREW ROSS, Superintendent..... "

GENERAL OFFICES, WAKEFIELD, R. I.

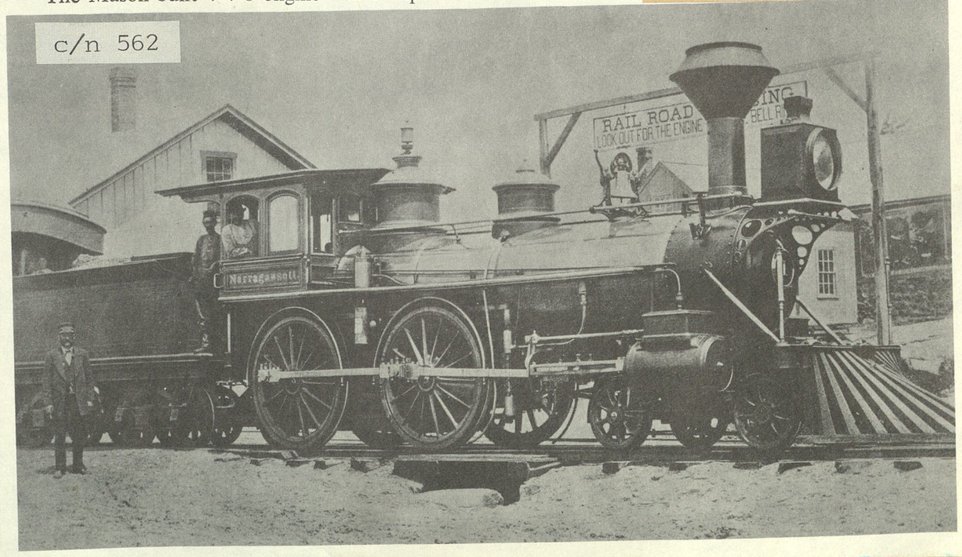
Miles of road operated, 8.03. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 1. American Railway Express Co. operates over this line.

A. C., Philadelphia—The Narragansett Pier line, which was incorporated in 1875 from Kingston to Narragansett Pier, R. I., 8 miles, is still operating, and has one gas locomotive, two rail cars, and about 15 employees. The New Haven owns 187 out of 1338 shares of its stock. In 1936 it showed net income of $2,309.

IN 1876 when Rowland Hazard was president of the prosperous little Narragansett Pier Line in Rhode Island, New Haven R.R. officials wrote to ask how much he wanted for the line.

"The Narragansett Pier Line is not for sale," was his terse reply. "How much will you take for the New Haven?"

The Mason-built 4-4-0 engine was completed in 1876.



			13	9	3	Mls.	June 27, 1920.	4	10	12	14			
				A M			(N. Y. O. & W.)	P M		P M				
			A M	†7 25			lv. New York (42d St.) ar.	7 10		8 60				
			§1135	†1259		0	lve. East Branch arr.	1140		11 15				
			11 45	12 45		2.74	Harvard	1130		11 03				
			11 50	12 50		3.27	Long Flat	1120		10 50				
			12 05	1 03		8.11	Shinhopple	1110		10 45				
			12 08	1 08		9.90	Gregorytown	1105		10 40				
			12 13	1 13		11.77	Corbett	1100		10 35				
			12 18	1 18		12.69	Colchester	1055		10 30				
			12 35	1 36		13.99	Downsville	1050		10 25				
			12 51	1 54		19.56	Pepacton	1015		9 58				
			1 06	2 10	A M	23.85	Shavertown	9 50	P M	9 40	P M			
			1 15	2 20	*743	26.40	Union Grove	9 25	5 14	9 25	3 02			
			1 30	2 35	7 58	30.09	Arena	9 20	5 02	9 10	2 50			
			1 42	2 45	8 08	33.58	Dunraven	9 10	4 52	8 58	2 40			
			1 45	2 50	8 10	34.60	Keeney's	8 58	4 44	8 48	2 32			
			1 55	3 00	8 15	35.90	Margaretville	8 55	4 42	8 45	2 30			
			2 05	3 10	8 29	37.52	Arkville	†8 45	†4 35	§8 35	§2 20			
			P M	P M	A M		ARRIVE] [LEAVE	A M	P M	A M	P M			
			7 10	9 55	†155		ar. New York (42d St.) lv.	†2 00	†10 15	§2 15				
			P M	P M	P M		(West Shore R. R.)	A M	A M	A M				

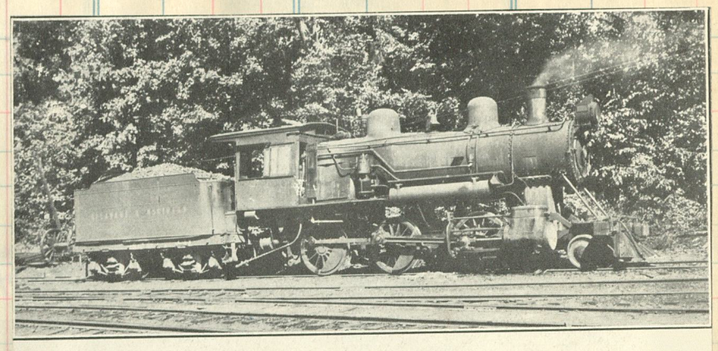
s. No.

Connections.—At Arkville, N.Y.—With Ulster & Delaware R.R. At East Branch—With New York, Ontario & Western Ry.

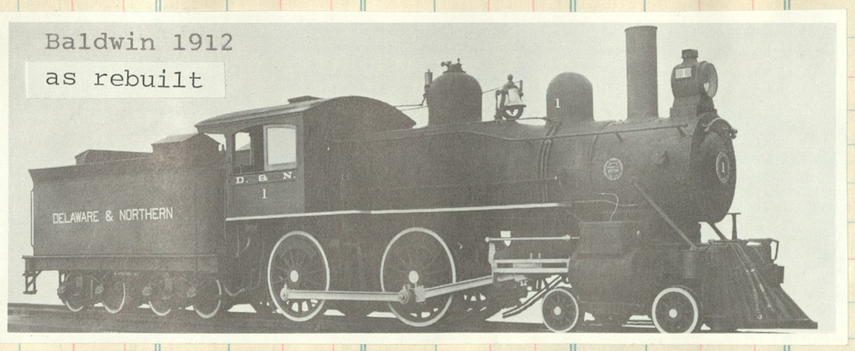
SALES AT

Steam locomotive research, to say the least, can be interesting, time consuming and often frustrating. Records may be in error or misleading and cross checking information becomes necessary. Case in point is Delaware & Northern Nos 1 & 3. Baldwin records of 1902, c/n's 20736-37, shown as D.& E. 1 & 3 with a side note "Blt as Southern Indiana nos 16 &17". The S.I. roster confirms the c/n's and date constructed. However, these engines (SI 16 & 17) were renoed as C.T.H.& S.E. nos 201 & 202 and were sold to the Delaware & Northern nos 1 & 3 in 1911. Baldwin issued a builders photo of D.& N. #1 (in Broadbelt's catalog Pg 34 dated 1912) as shown below. Apparently when these engines were sold to the D & N they were returned to Baldwin for rebuilding before being fowarded to the D & N. One other engine of the group, S.I. #18, c/n 20964 BLW '02, became D & N #2

D. & E. First No. 3.



D. & N. Locomotive No. 10.



Nos #3
BLW 1902
20736-37
Blt as Sou Ind 16 & 17

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

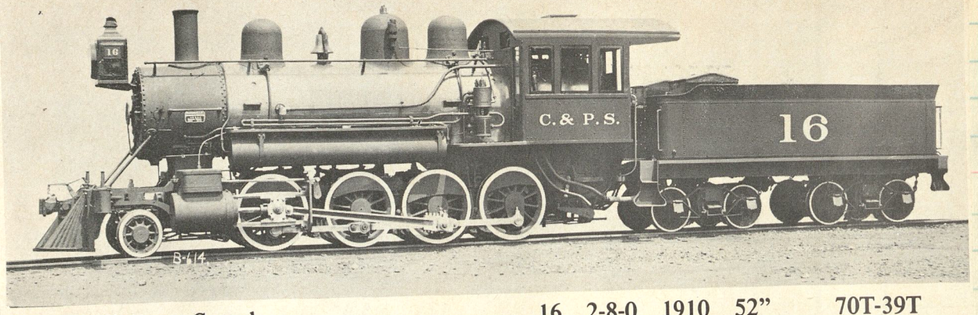
Cash to next Seller

Next Seller's Signature

Total Accounted for

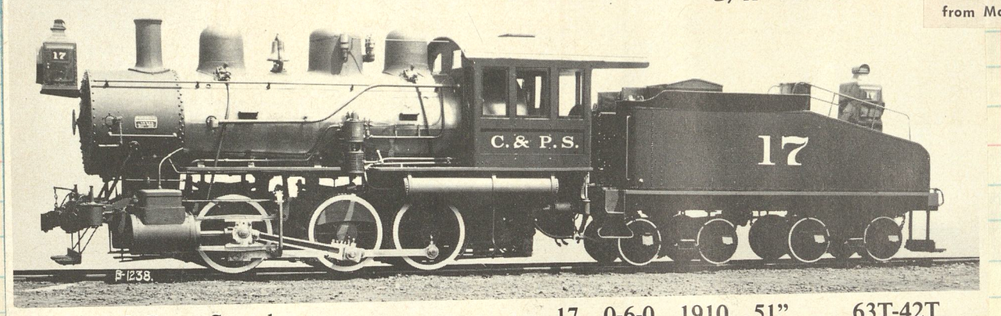
Clos. No.	Sold	Amount

Brooks 1910
c/n 48294



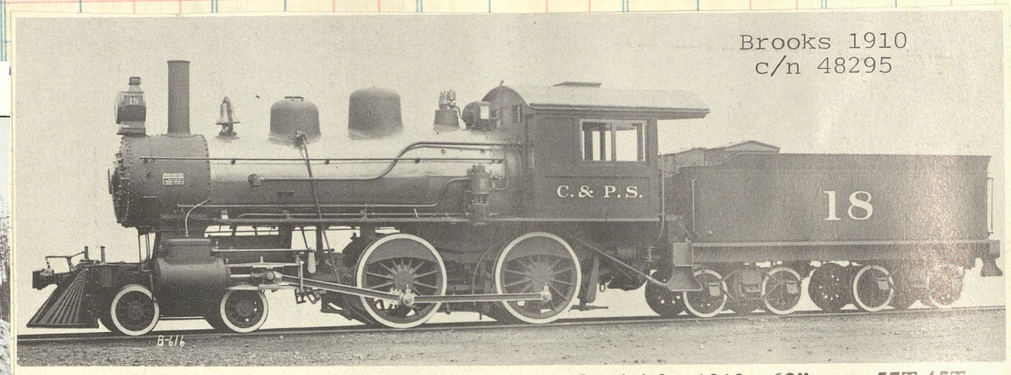
Columbia & Puget Sound — 16 2-8-0 1910 52" 70T-39T

Brooks 1910
c/n 48296

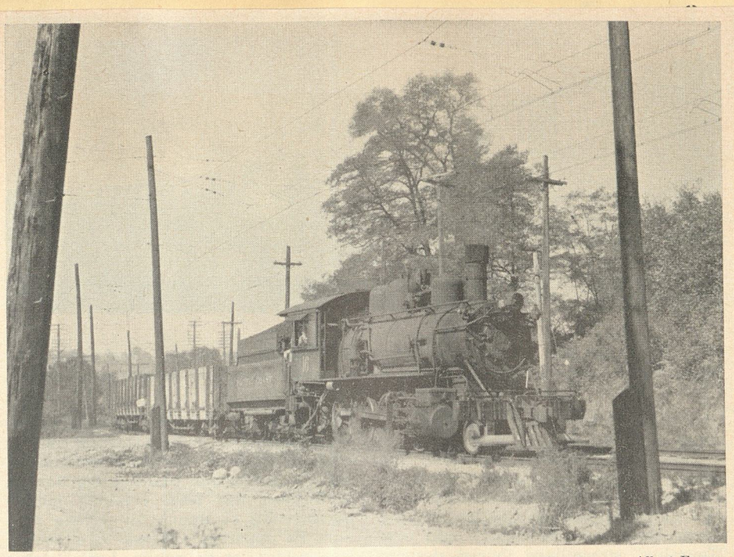


Columbia & Puget Sound — 17 0-6-0 1910 51" 63T-42T

Brooks 1910
c/n 48295



Columbia & Puget Sound — 18 4-4-0 1910 62" 57T-45T



Albert Farrow.

Pacific Coast No. 16, one of three old 2-8-0's on the road's roster, chuffs east out of Black River, Wash. Catenary overhead is used by the Milwaukee Road, which operates over the PC from Maple Valley into Seattle. Great Northern, PC's new owner, plans complete dieselization.

J. E., Seattle.—The Pacific Coast RR (do not confuse it with the narrow-gage Pacific Coast Ry. of Calif.) was incorporated in 1880 as the Columbia & Puget Sound RR, and its name was changed in 1916. It runs from Seattle to Maple Valley, Wash., 22 miles, and has 21 miles of branches; and it owns 8 locomotives (photo of No. 12 on this page), 381 cars, and employs 127 people. Although it has done well during the depression, its 1935 accounts show a small deficit after all charges. Road and equipment are valued at $3,877,691.

Big G acquires Pacific Coast

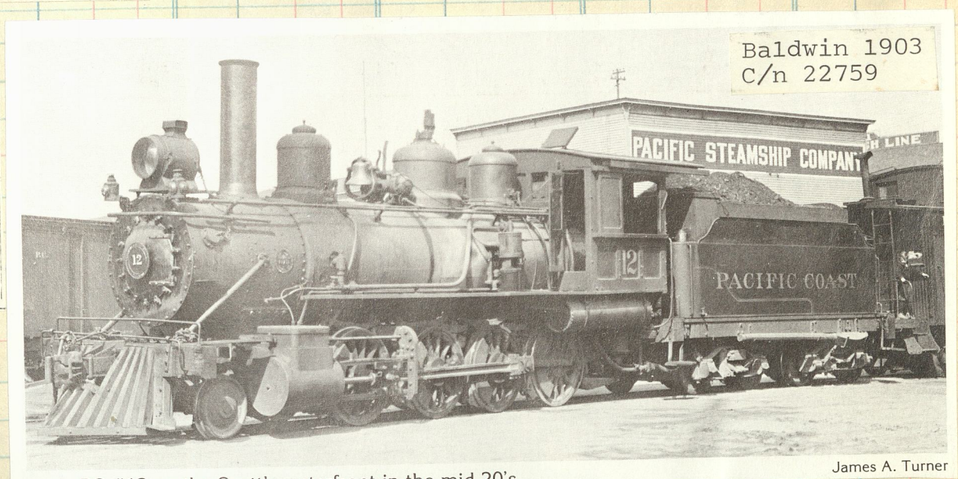
With the blessing of the I.C.C., the Great Northern has purchased the 29.6-mile Pacific Coast Railroad for 1.7 million dollars. For that price it got a railroad between Maple Valley and Seattle, Wash., plus a 7.4-mile branch from Maple Valley to Black Diamond. It also received four locomotives: ancient Consolidations Nos. 14-16, and 0-6-0 No. 17. Except for No. 16, all the engines are being scrapped because GN is moving diesels onto its new property. And No. 16 is being held in service only until the bridge on the Black Diamond Branch can be rebuilt to take diesels.

James A. Turner

#12 approaches east end of Black River yard

The varnish at New Castle

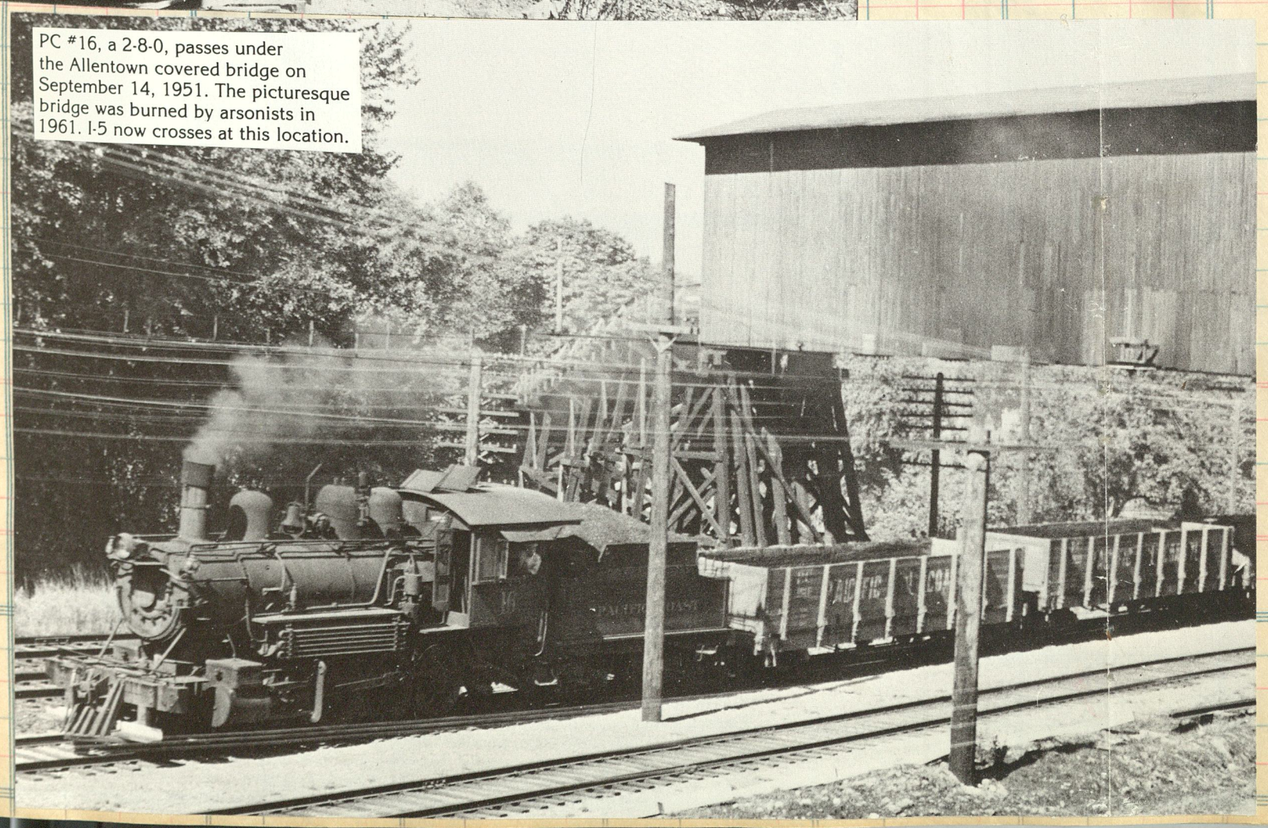
2d 6	6	8	6	4-84	4	2	Mls	May 7, 1916.	81-1	3	5	7	7
P M	P M	P M	P M	Noon	Noon	A M	....	(Pacific time.)	A M	A M	P M	P M	P M
§4 55	§4 15	§6 00	†4 15	†12 15	†12 15	§8 25	0	lve.... Seattle¹ ð arr.	8 00	11 35	3 45	7 45	7 45
5 18	4 37	6 22	4 37	12 37	12 37	8 47	10	.....Black River².. ð	7 34	11 10	3 19	7 21	7 21
5 22	4 40	6 25	4 40	12 40	12 40	8 50	....	..... Earlington.....	7 29	11 04	3 14	7 16	7 16
5 24	4 45	6 30	4 45	12 50	12 45	8 55	12	arr.....Renton³ ð..lve.	7 27	11 02	3 12	7 14	7 14
....	....	6 30	....	....	12 45	....	12	lve.....Renton...arr.	7 27	....	3 12	.....	.....
....	....	6 50	....	....	1 05	....	19	.....Newcastle.... ð	7 05	....	2 50	.....	.....
....	....	7 00	....	....	1 15	....	21	arr...Coal Creek..lve.	*7 00	....	*2 45	.....	.....
5 24	4 45	P M	4 45	12 50	P M	8 55	12	lve.....Renton²...arr.	7 27	11 02	P M	7 14	7 14
5 31	5 00	....	5 00	1 05	....	9 08	16	..... Elliott.....	7 02	10 53	....	7 05	7 05
5 36	5 05	....	5 05	1 15	....	9 15	19	... Cedar Mountain ...	6 55	10 44	....	6 59	6 59
5 47	5 17	....	5 17	1 30	....	9 25	23	....Maple Valley³. ð	§6 45	10 34	....	6 48	6 49
7 00	5 26	....	6 24	2 25	....	....	26	.....Hobart.....	6 15	....	....	†6 25	6 32
7 20	5 45	....	P M	3 00	....	....	32	arr..... Taylor ð ..lve.	§5 45	....	....	P M	§6 15
6 10	P M	....	5 40	P M	....	9 48	31	...Black Diamond. ð	A M	10 13	....	5 58	6 28
6 19	....	....	5 49	....	....	10 04	34	..... Franklin .... ð	....	§10 05	....	†5 50	§6 20
P M	....	....	P M	....	....	A M	....	ARRIVE]	[LEAVE	A M	....	P M	P M

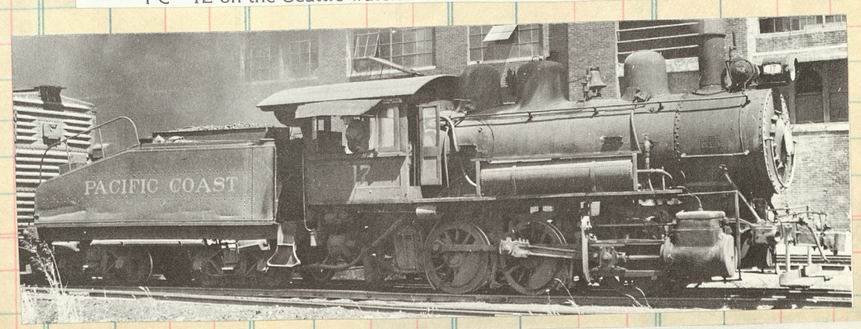


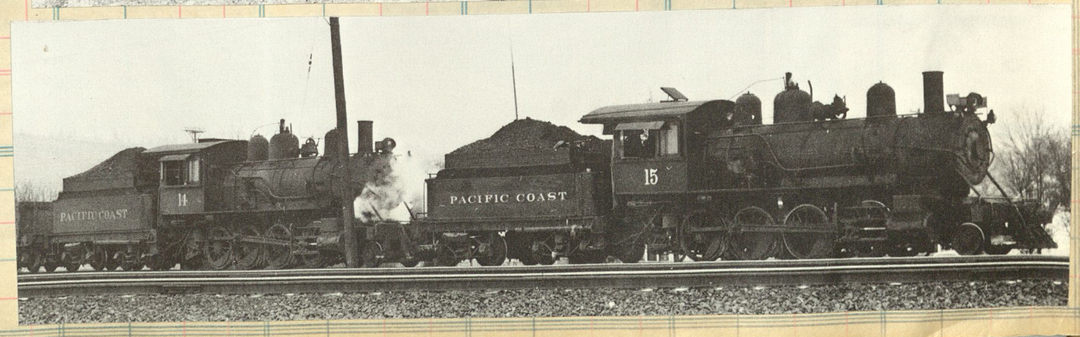
PC #12 on the Seattle waterfront in the mid 20's.

James A. Turner

PC #16, a 2-8-0, passes under the Allentown covered bridge on September 14, 1951. The picturesque bridge was burned by arsonists in 1961. I-5 now crosses at this location.







SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.

T SALES AT

No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

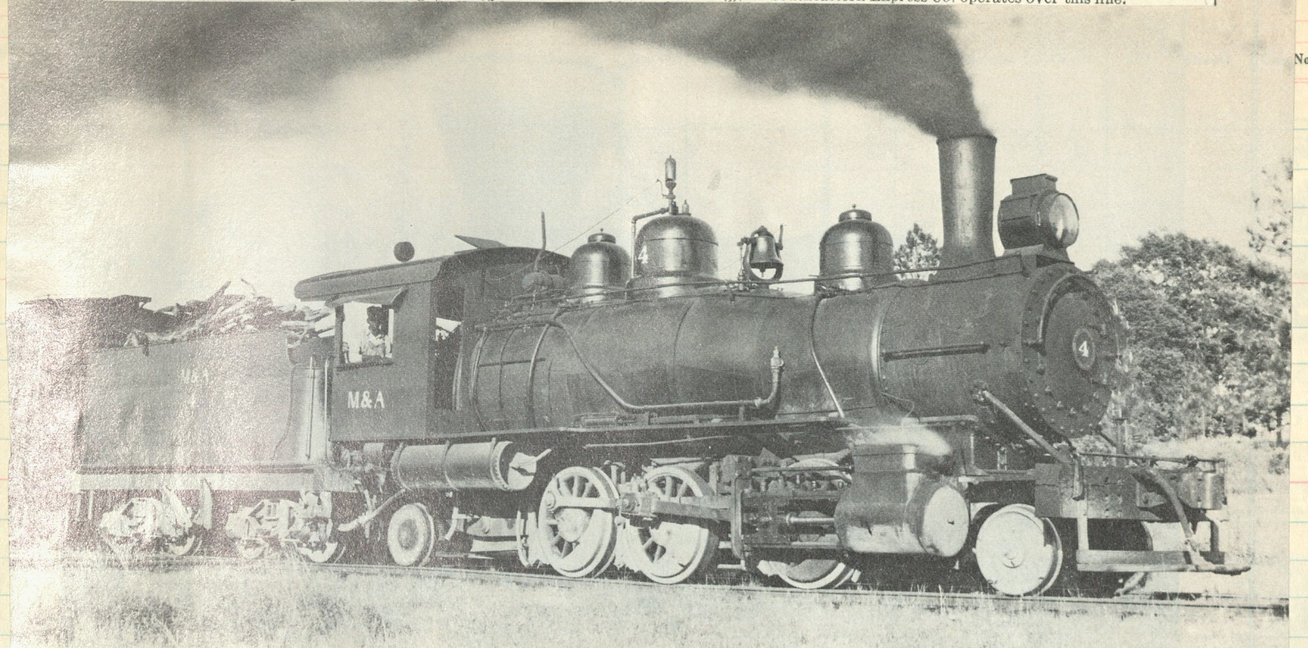
MISSISSIPPI & ALABAMA RAILROAD COMPANY.

GENERAL OFFICERS.

J. W. BACKSTROM, President....Leakesville, Miss. | B. W. MCLEOD, Sec. & Treas....Leakesville, Miss. | O. T. BROUN, Auditor.....Leakesville, Miss.

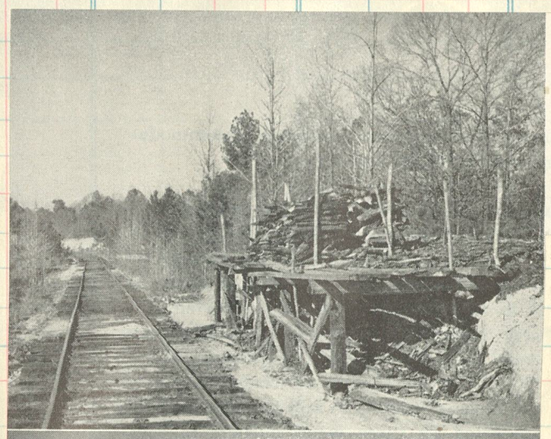
GENERAL OFFICES, LEAKESVILLE, MISS.

Miles of road operated, 17. Gauge, 4 ft. 8½ in. Locomotives (wood burning), 2. Southeastern Express Co. operates over this line.



PINE KNOT RAILROAD

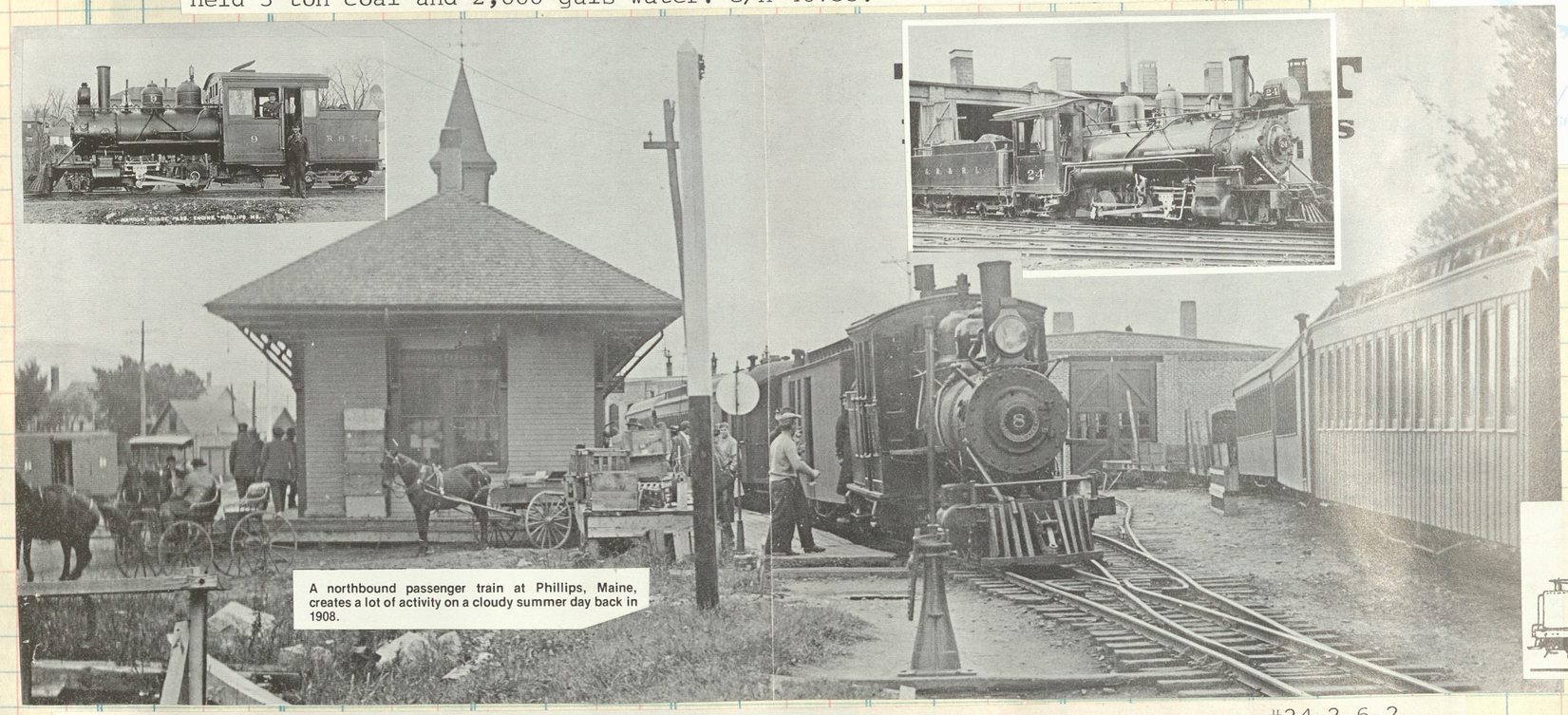
←Two pairs of willing hands toss pine knots into the tank of No. 4, the only locomotive of the Mississippi & Alabama. M&A is believed to be the last woodburning common carrier in the United States. As such, its 17 miles of light iron and this ancient 2-6-2 have come in for special attention from Lucius Beebe and Charles M. Clegg, authors of Mixed Train Daily. As the last of its race and surviving almost entirely on a traffic of cords of pine, tiny M&A is deserving of such praise and more. ↓The sight of an M&A freight arriving at the Leakesville Wye — the opposite terminal from Vinegar Bend, where it connects with the GM&O — is proof that progress has not killed all color.



← Fuel for the last of the wood burners is stacked on wooding-up platforms strategically placed along the Mississippi & Alabama right of way. This was once a familiar sight on all railroads. ↙ The M&A's tender carries turpentine knots.

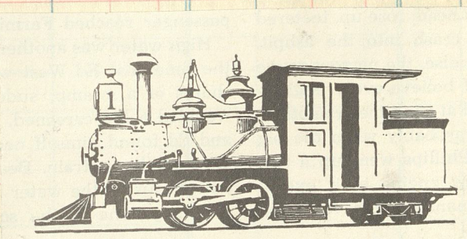
Sandy River & Rangeley Lakes

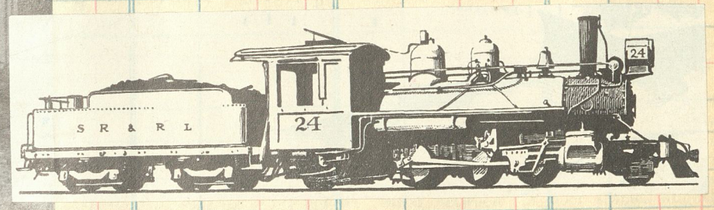
Weighing in at 50.5 tons, #23 was the heaviest two foot gauge engine ever built for domestic service. Constructed by Baldwin in October 1913 and was retired in August 1936. Cyls 13x16, dvs 33", B P 180#, T E 12,536; tender held 3 ton coal and 2,000 gals water. c/n 40733.



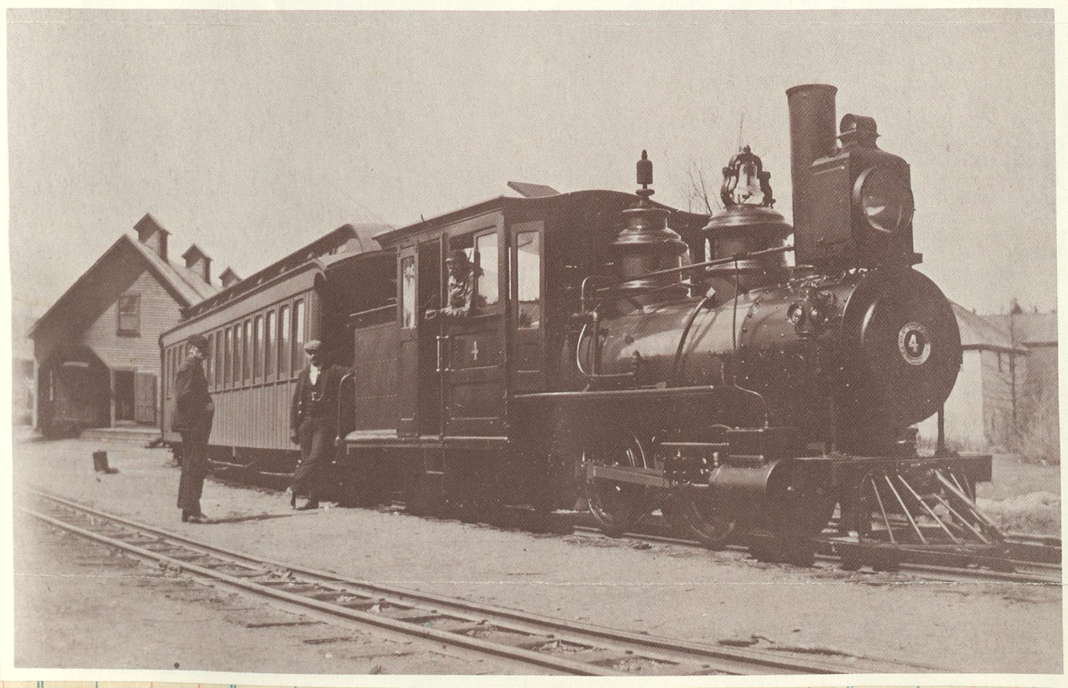
#9 2-4-4
BLW 1909
cn 33550

#8 2-4-4
BLW 1907
cn 31826
ex SR #16



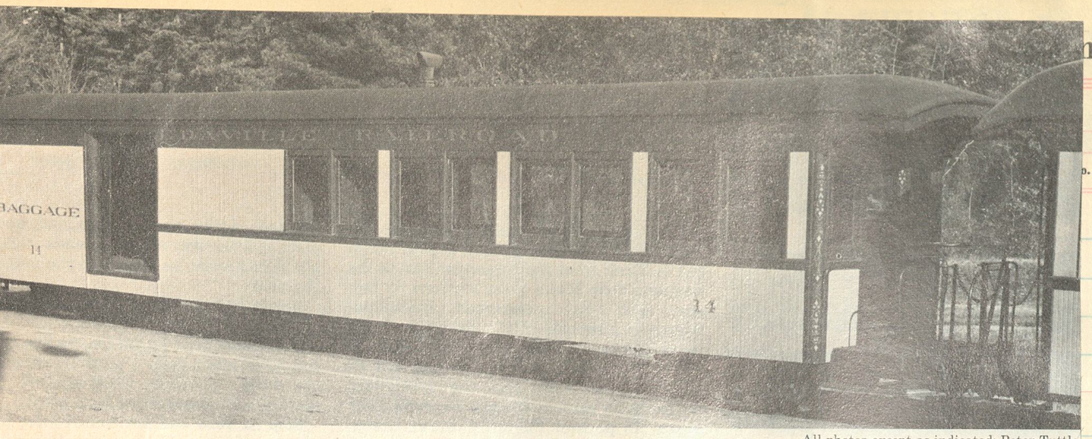


#24 2-6-2
BLW 1919
cn 51803



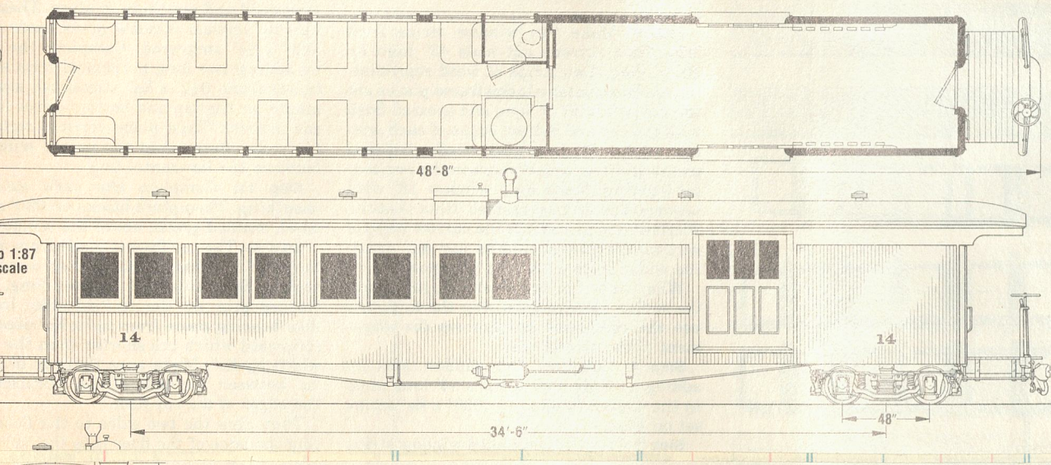
Pretty as a crown jewel, little Sandy River #4 poses outside the old depot at Phillips. Delivered by Portland in 1890 (c/n 616) Later was SR&RL #5.

#18, a 2-6-2, switches her train at Strong. Built as Sandy River 2nd #2 by Baldwin in 1893 as a 2-6-0. Rebuilding was done by the Maine Central



All photos except as indicated: Peter Tuttle.

Sandy River & Rangeley Lakes combine no. 14



THIS 2-foot-gauge combine was built by American Car & Foundry in 1903 for the Franklin & Magantic RR. It was originally F&M's no. 3. When the F&M became part of the Sandy River & Rangeley Lakes RR. in 1908, the car was renumbered 14. The combine originally had a clerestory roof, but after being damaged in a 1929 fire, it was rebuilt with the low arched roof shown. No. 14 made its last run on the SR&RL in 1935. The restored car is now Edaville RR.'s no. 14, in service on the tourist line in South Carver, Mass.

Drawn for MODEL RAILROADER MAGAZINE by
JAMES R. DUNLOP AND ALAN CERNY
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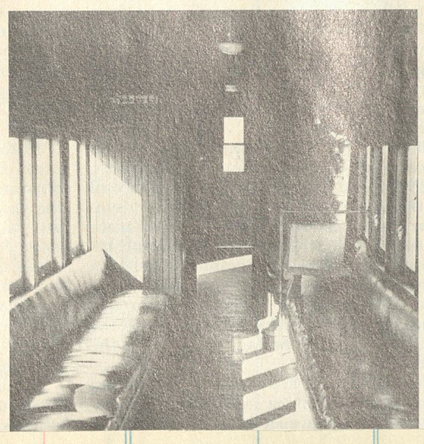
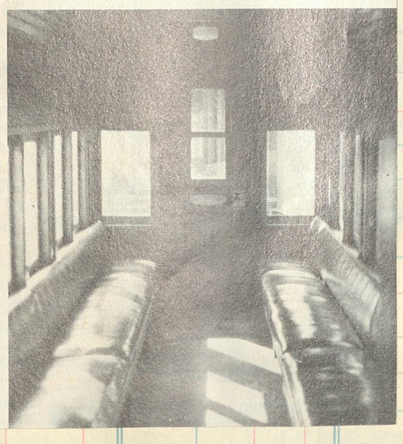
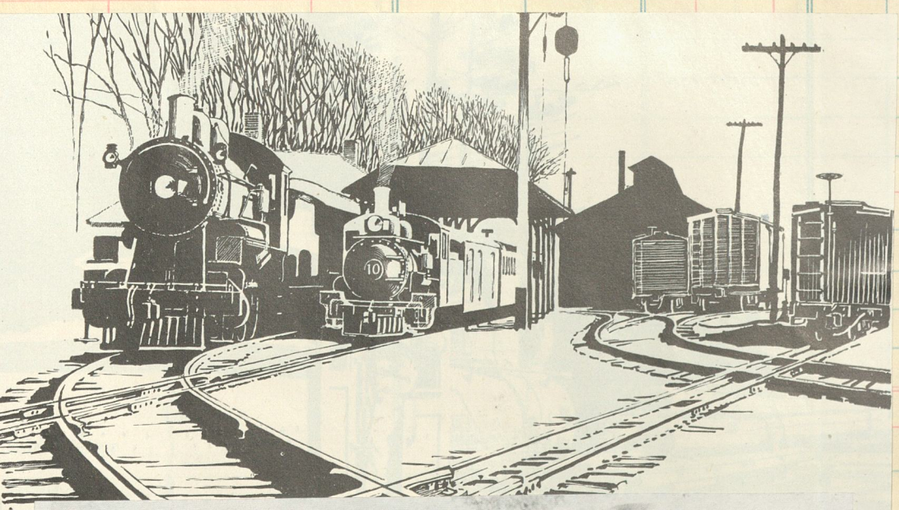
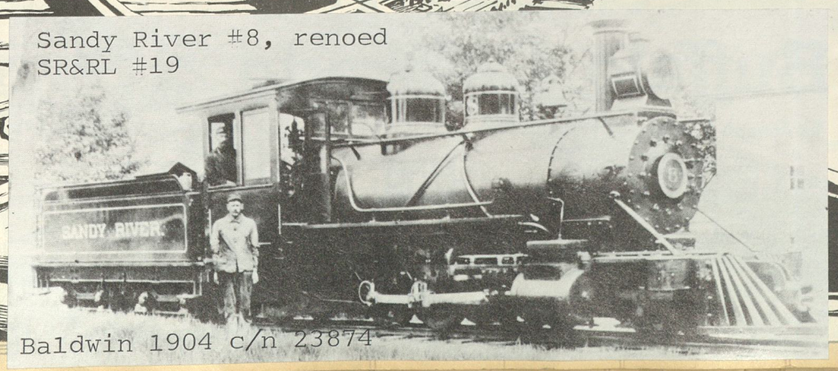




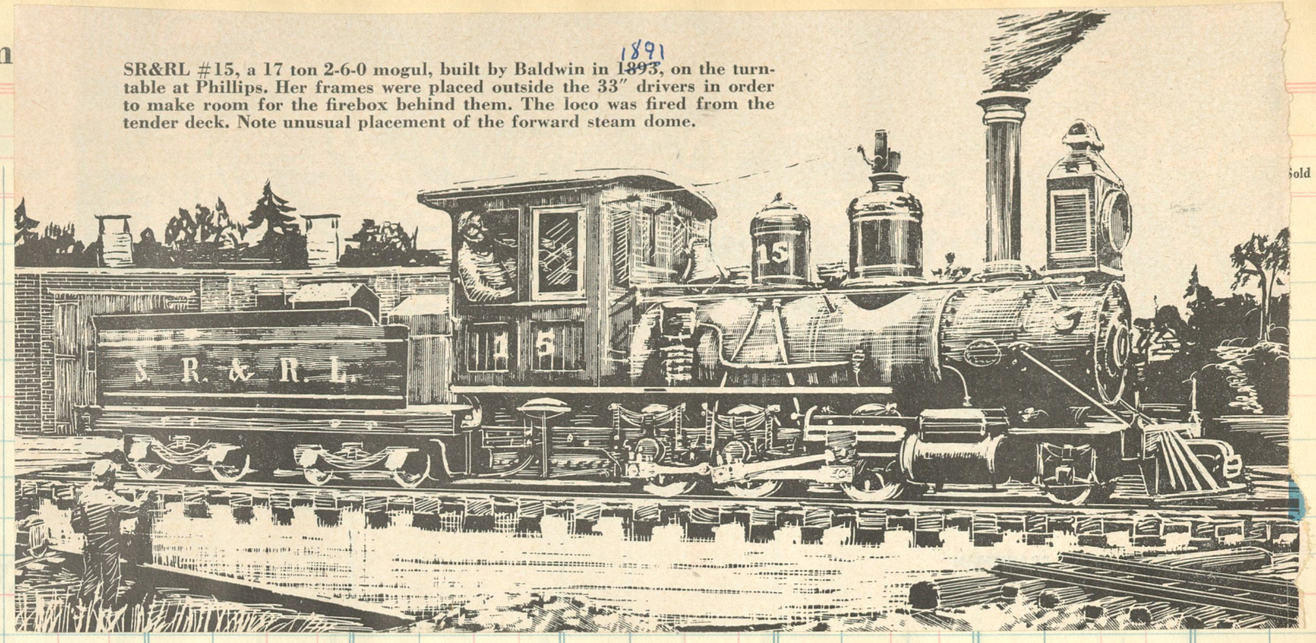


Sandy River #8, renoed
SR&RL #19

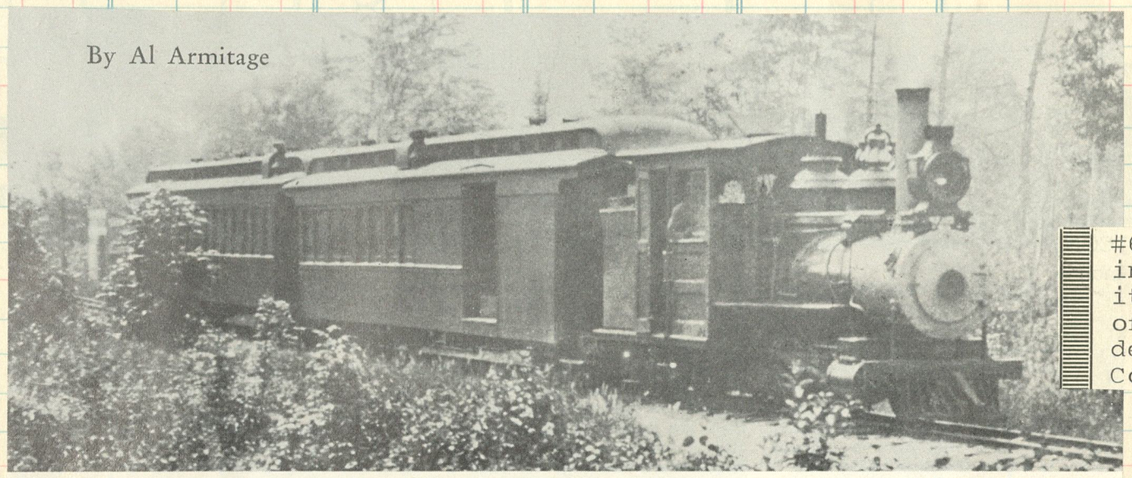


Baldwin 1904 c/n 23874

SR&RL #15, a 17 ton 2-6-0 mogul, built by Baldwin in ~~1893~~ 1891, on the turntable at Phillips. Her frames were placed outside the 33" drivers in order to make room for the firebox behind them. The loco was fired from the tender deck. Note unusual placement of the forward steam dome.



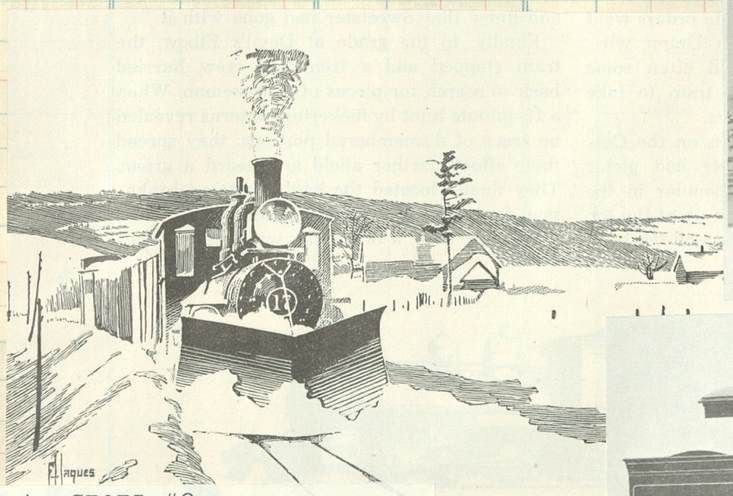
By Al Armitage



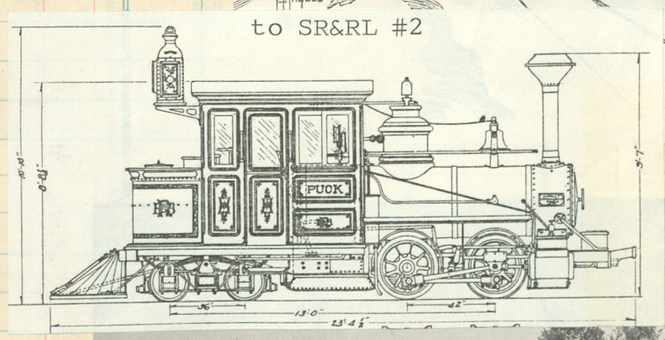
H. Temple Crittenden collection

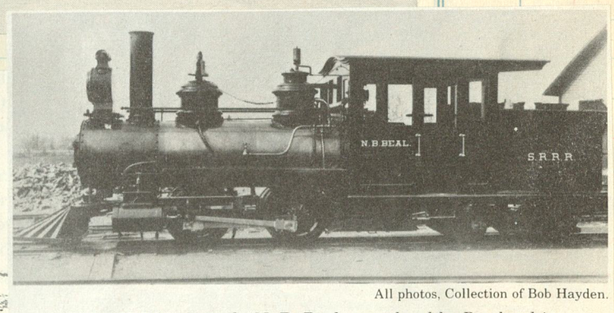
SR&RL #6 (former Sandy River #5) 0-4-4 blt by Portland 1891
with a southbound train

#6 still remains, in static condition, property of Alice Ramsdell, Putnam, Conn.



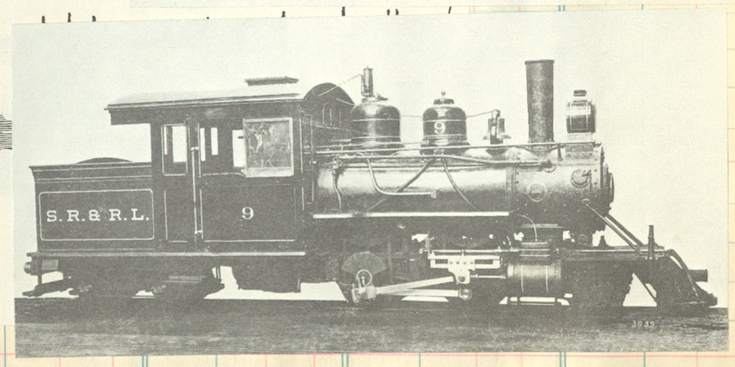
to SR&RL #2

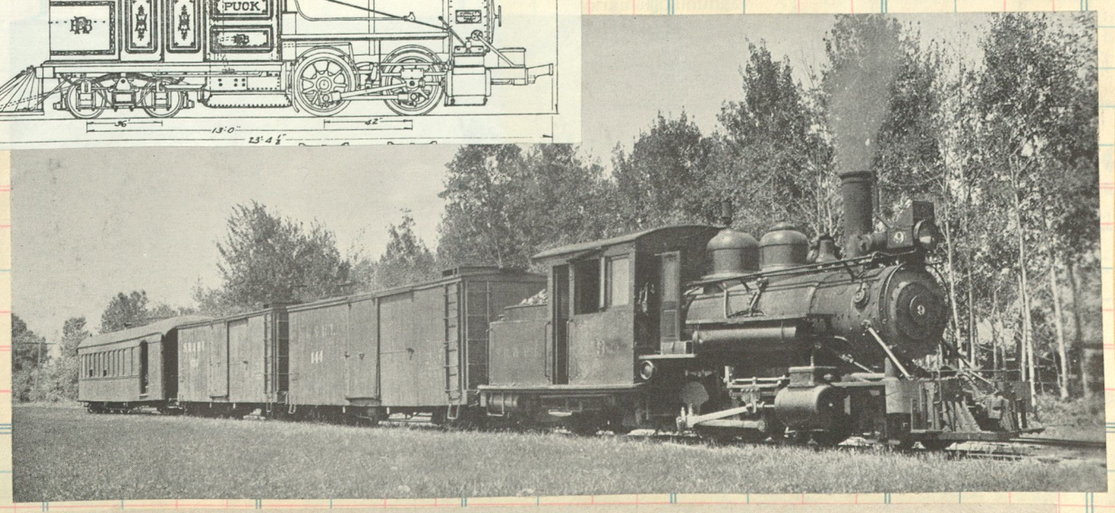




All photos, Collection of Bob Hayden.

SANDY RIVER 5, the N. B. Beal, *completed by Portland in June 1891, probably taken in Phillips, Me., in that fall.*





Eng 9 with a northbound mixed stands into clear at Salem
for a meet with a railbus

ROLLIN' OVER JORDAN

THEY'VE drawn the boiler fire, the engine's cold and gray;
Grass grows deep as shadows creep on the lonely right-of-way;
The throbbin' pulse of pistons is hushed and forever still,
And Maine woods hear no longer the whistle's whippoorwill.

No more with throttle open wide will she defy the grade
Along the trail of iron rail our fathers' fathers laid;
No more she'll go a-roarin' through hemlock, spruce and pine
From Farmington to Kingfield on the Sandy River Line.

She's rollin' over Jordan now on railroad of the sky,
Engine wraith in land of faith, I'll see her bye and bye
Just outside the Pearly Gates, her brasses all a-shine;
I'll highball into Heaven on the Sandy River Line!

Hinkley 1877
c/n 1251

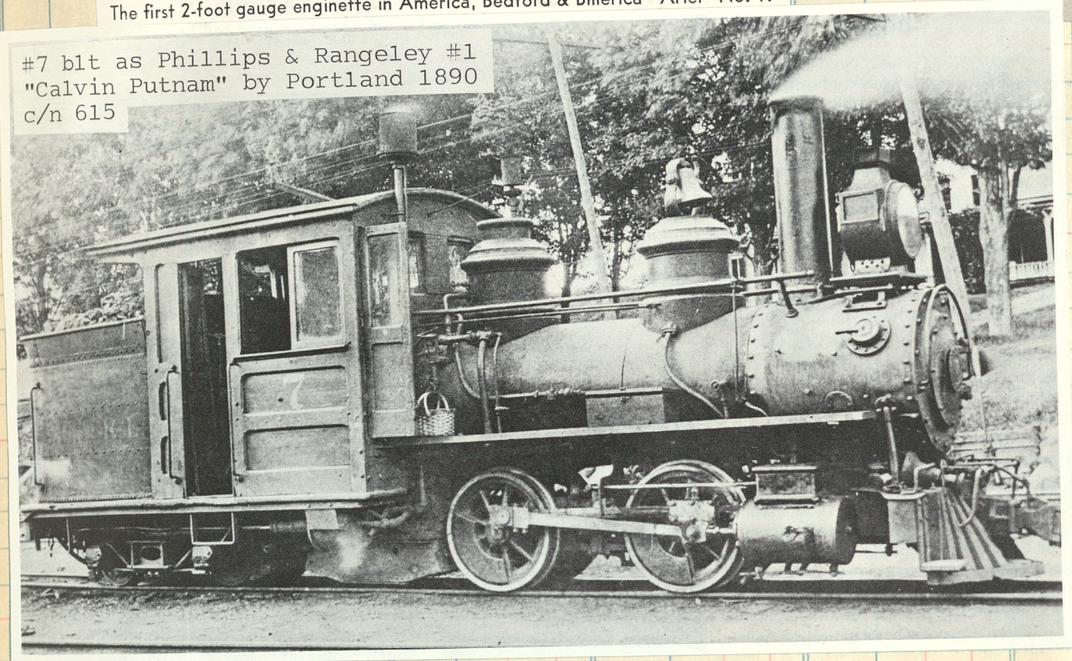
(Moody Photo)

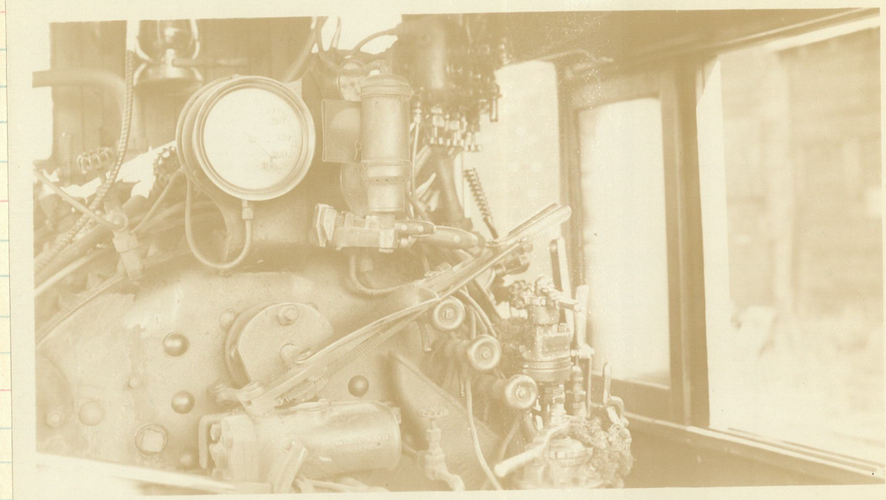
The first 2-foot gauge enginette in America, Bedford & Billerica "Ariel" No. 1.

The stables at Phillips

A "service interruption" at the Carrabasset River crossing May 29, 1923. Eng 18 lost her tender plus baggage car and a coach in the river but no one was hurt!

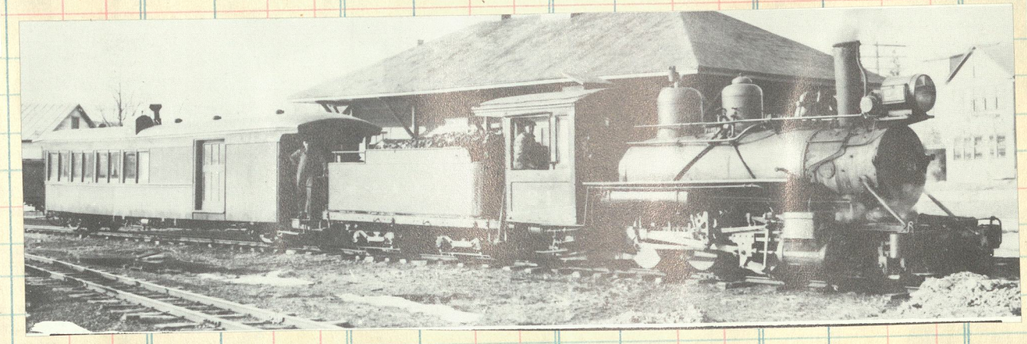
#7 blt as Phillips & Rangeley #1
"Calvin Putnam" by Portland 1890
c/n 615

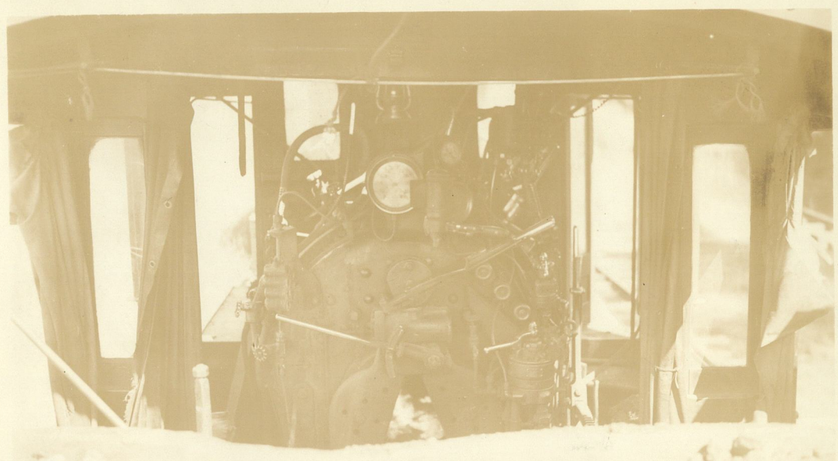




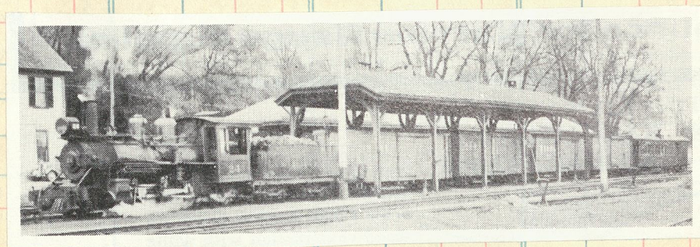
The right hand side
Engine 24

foto fm Linwood W. Moody 1936

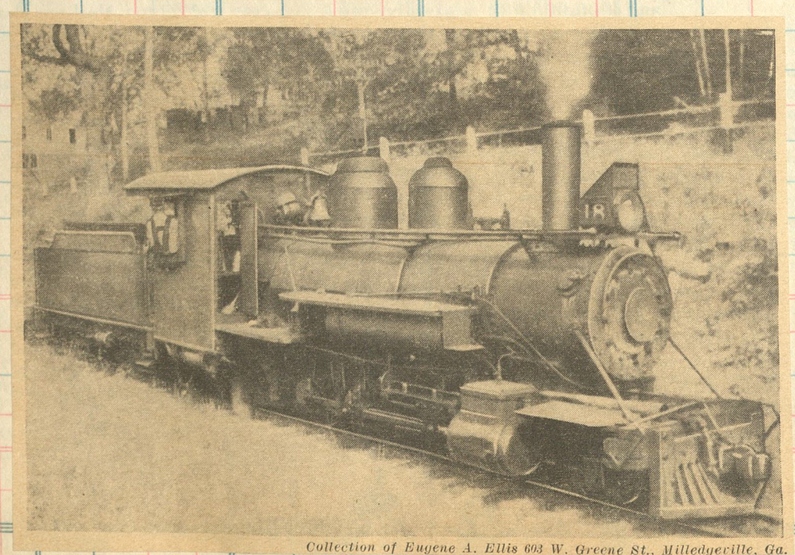




With a fire on the grates
Backhead of Engine 24
foto fm Linwood Moody 1936

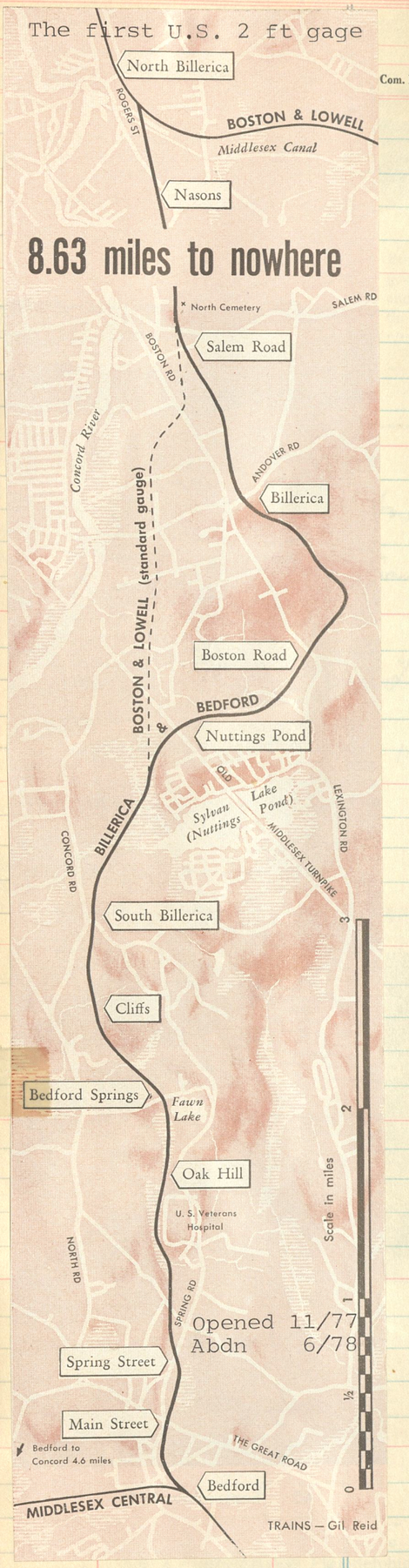


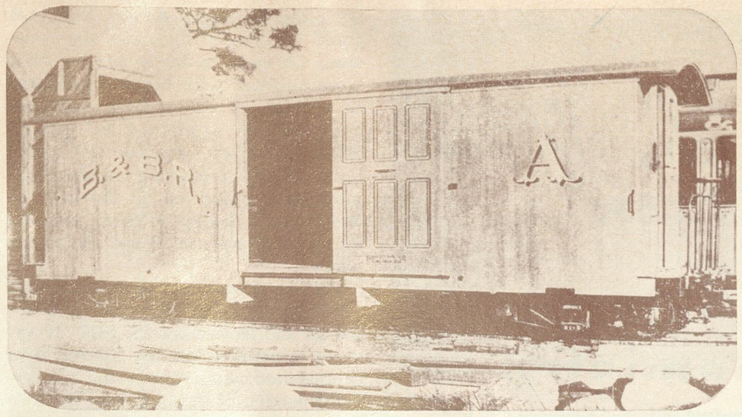
#24, Baldwin 1919, the final 2-6-2 two foot gauge engine built for a U.S. road and the last engine constructed for the SR&RL. Above with combo at Strong and left with the mixed ready to depart Farmington.



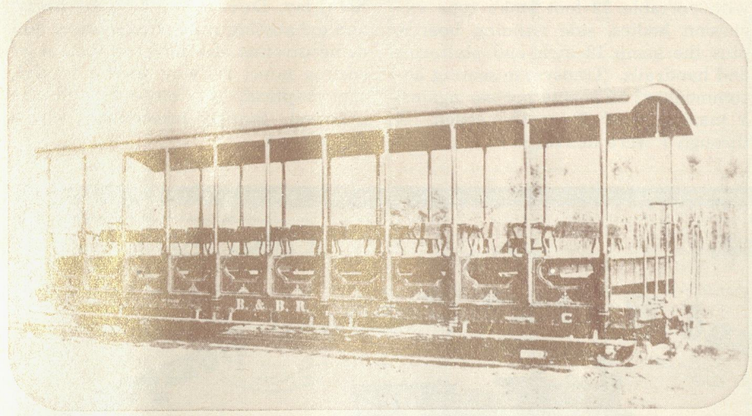
Collection of Eugene A. Ellis 603 W. Greene St., Milledgeville, Ga.

Built as Sandy River 2nd #2 by Baldwin in 1893, c/n 13733. Reblt as a 2-6-2 and became S.R.& R.L. #18 in 1908. Retired 1936

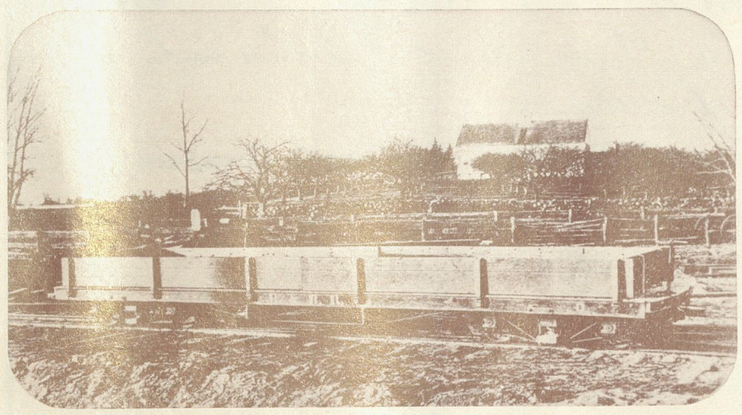




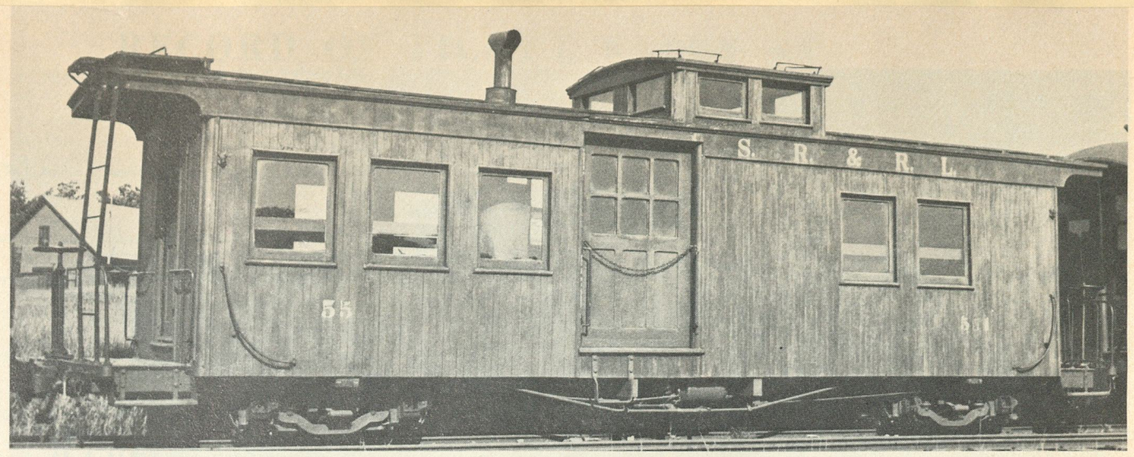
NECESSITY: Box car A was a semipermanent body attached to flat-car base, cost $360, was 35 feet long, had a 16,000-pound capacity, featured end platforms.

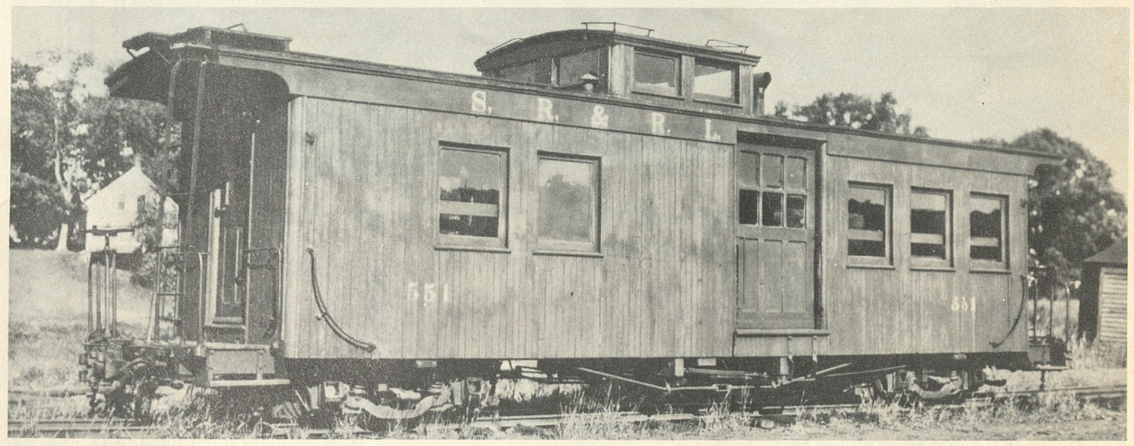


NOVELTY: Excursion cars B and C must have set a record — seats for 55 in an over-all length of 25 feet. Convertibles were fine for inspecting first 2-footer.



UTILITY: Flats lettered D through I cost $260 each, originally mounted seats for inaugural crowds, later received portable superstructure to haul coal, gravel.





CABOOSE 551 was built about 1905 for the Sandy River RR.; the builder may have been the railroad itself, but this seems unlikely, as references differ. There were two other cabooses in this class: 552 and 553. These cars were not fitted to carry passengers, and they were not regularly used in that role although interior photos show a sparse set of benches. Sandy River & Rangeley Lakes mixed trains sometimes had a caboose as well as a coach or combine, but if one of these elements was lacking, it was the caboose.

Caboose 551 is still alive and well on the Edaville RR., similar to the French woodsman's 10-year-old ax: handle replaced six times, head replaced five times — but still the same ax. The Edaville RR. is a 2-foot-gauge museum line running through cranberry bogs near South Carver, Mass.

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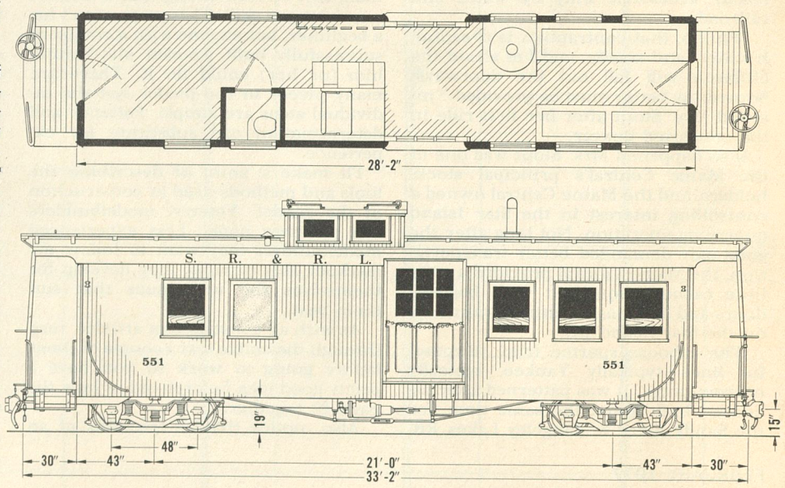
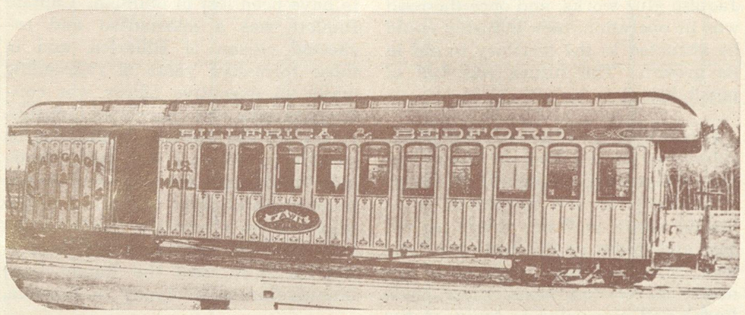
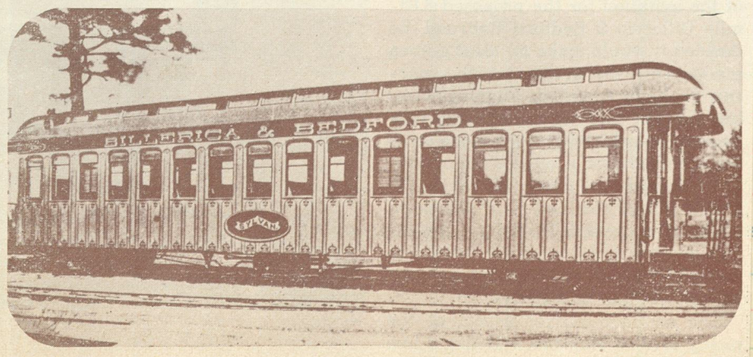


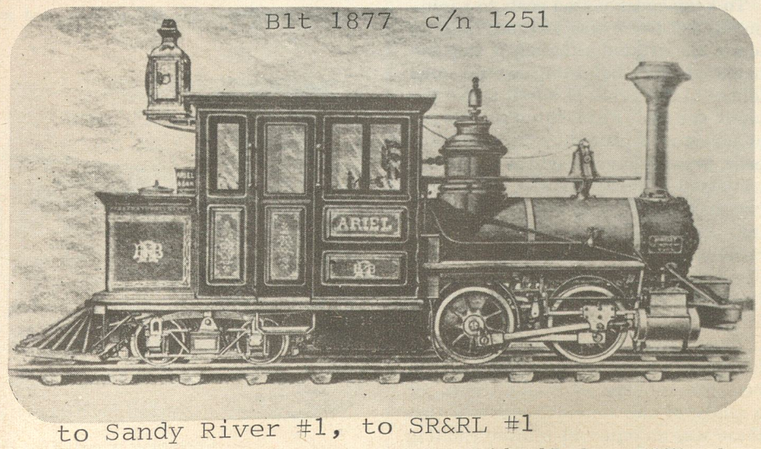
Supt. Orris Vose and his Model T rail car
TOP...One fitted out for use by Section crew



BEAUTY: Pride of the Billerica & Bedford was the combine Fawn, a 20-seat car which cost $1950, was 40 feet long, and was equipped with vacuum brake, stove.



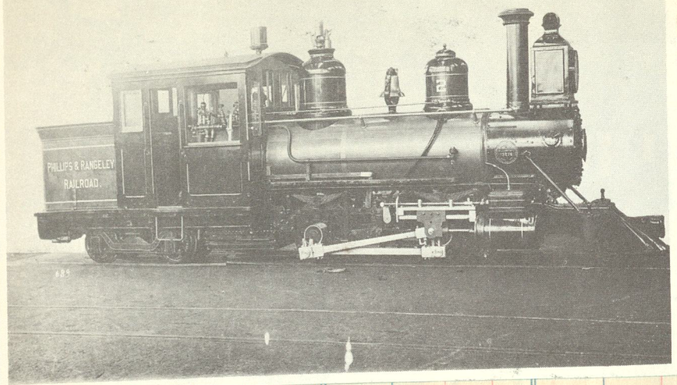
LUXURY: The 40-foot Sylvan cost $2000, seated 30, weighed 9000 pounds, had precious little leg room. After B&B failure, cars and engines went to Sandy River.

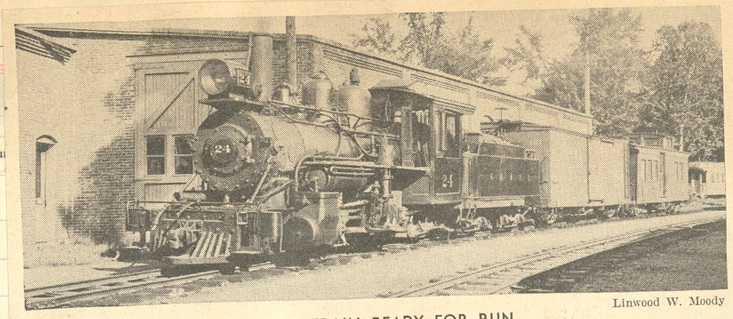


Blt 1877 c/n 1251
to Sandy River #1, to SR&RL #1

NOTEWORTHY: Cab-forward El-type locomotives Ariel and Puck cost $35,000 each, could make 35 miles per hour. Hinkley Locomotive Works produced the Forneys.

P&R #2 "Isaac Walton" Baldwin 1893 cn 13276
To SR&RL #17 in 1908 Ret 1936



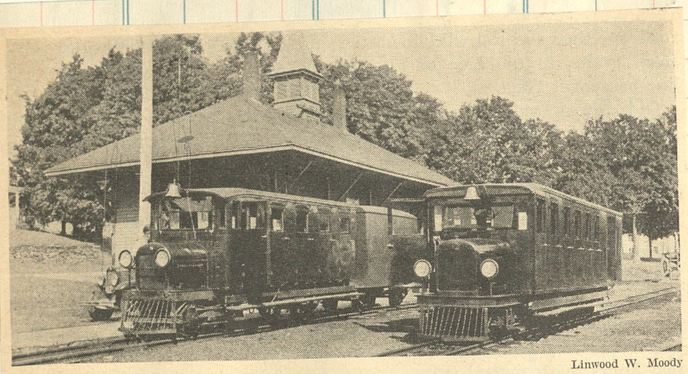


Linwood W. Moody

FREIGHT TRAIN READY FOR RUN

Locomotive 24 pulled this fully-made up train on July 27, 1933, from Phillips to Farmington, Kingfield and Carrabasset.

Sold

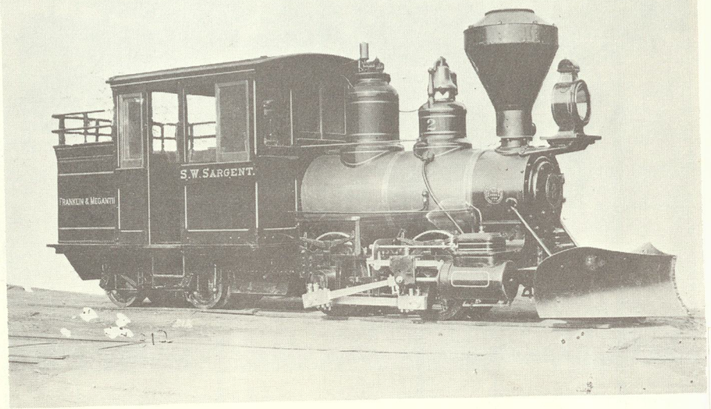


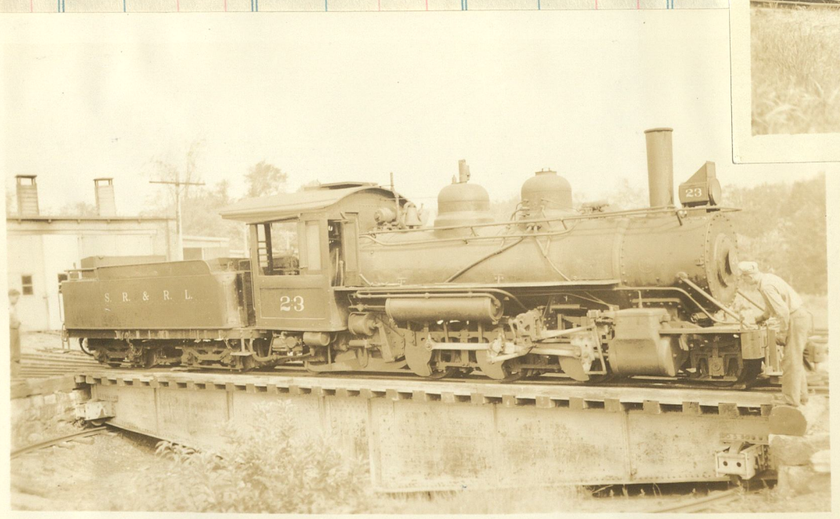
Linwood W. Moody

RAIL-CARS KEPT MAIL, EXPRESS AND PASSENGERS MOVING

Sandy River Railroad was the first road in Maine to reduce passenger fares from 5 cents downward. The cut was made three years before the Interstate Commerce Commission's general order for a reduction by all roads.

Franklin & Megantic #2 "S.W.Sargent"
Baldwin 1886 c/n 8304, to SR&RL #4

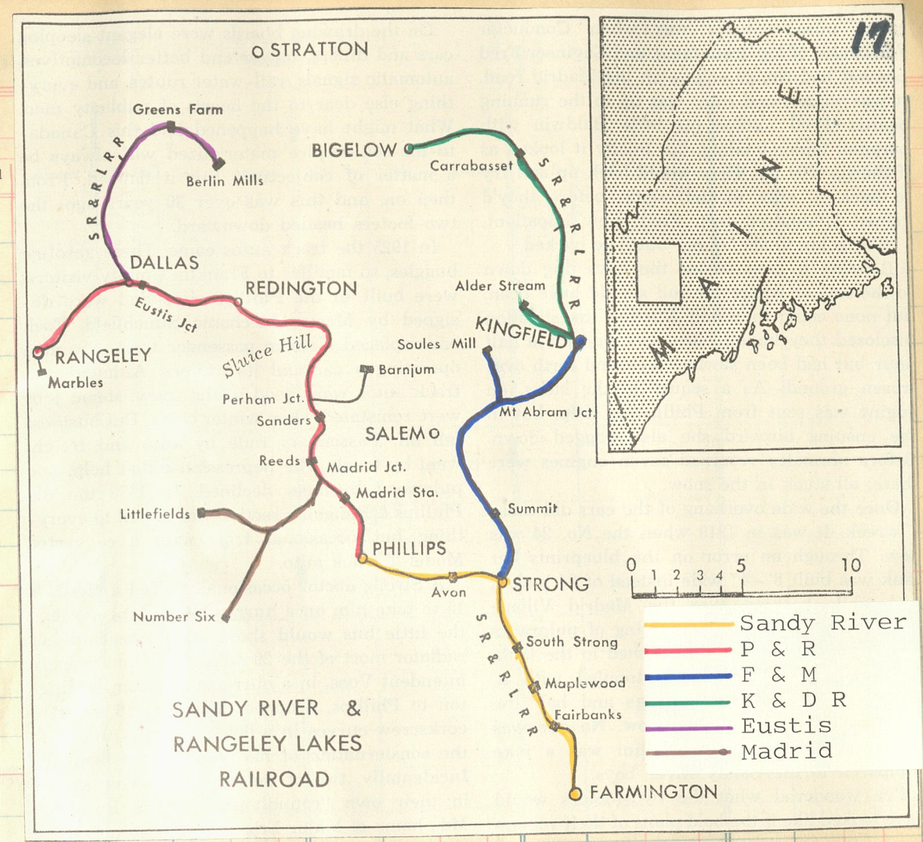




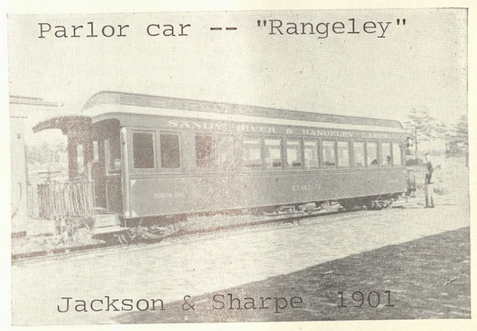
Three photos gift of
Linwood W. Moody
Sept 1935

Last Run 1983

Linwood W. Moody, author of *"The Maine Two-Footers"* passed away on July 13th in Waterville, Maine. Mr. Moody had been an author and rail historian for many years with an interest in the short lines and narrow gauge roads of his native state. He had worked for the Belfast & Moosehead Lake in recent years. He had also assisted the late Ellis Atwood in locating and saving the Maine two-foot gauge equipment that became the Edaville collection.



Parlor car -- "Rangeley"



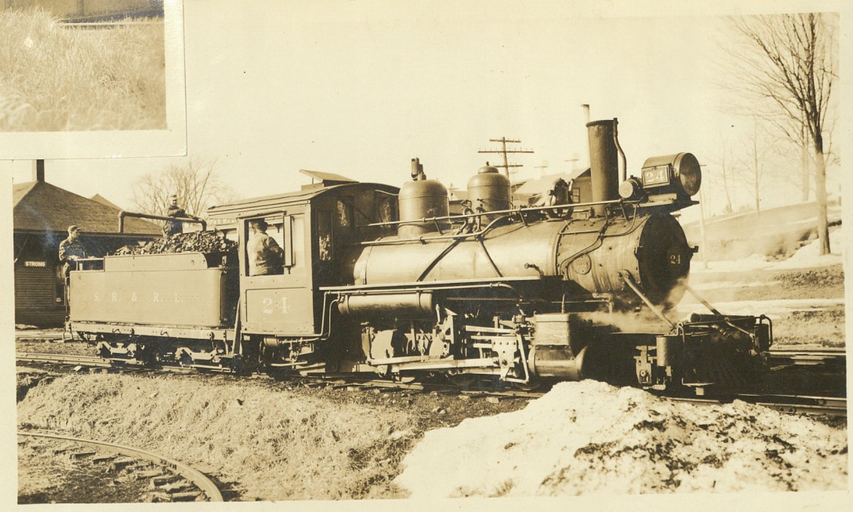
Jackson & Sharpe 1901

ROLLIN' INTO KINGFIELD

ROLLIN' through the Maine woods on Sandy River Line,
By the icy river's brim, past the spruce and pine
Buckin', snortin', twistin'—Say, hogger, ain't it fun
A-headin' into Rangeley at the end of run?

Shove the coal on, tallowpot; climbin' up the ridge;
Steamin' like a kettle now, trundlin' o'er the bridge.
Silver-tipped with moonlight, through the deep white snows
Into drifts and out again the little engine goes.

Red-hot stoves are cracklin', drummers' pipes a-light,
Tiny lamps a-flarin' far into the night;
Happy, warm, and cozy—Brakeman, ain't it fine
Goin' home to Kingfield on the Sandy River Line?



8

New York Central

CAROLINA AND NORTHWESTERN RAILWAY COMPANY.

TICKET SALES AT

SELLER
DATE
FORM DES

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

CAROLINA & NORTH-WESTERN RAILWAY.

FAIRFAX HARRISON, President, Washington, D.C.
JOHN B. HYDE, Vice-Prest., "
GEORGE H. DUGAN, V.-P., "
T. H. SEAY, Comptroller, "
G. E. MAULDIN, Sec'y, "
MAURY MIDDLETON, Treas., "
J. A. BUTTERWORTH, Pur.Agt., "
B. M. ALLEN, Eng'r Maint. of Way, Washington, D.C.
L. T. NICHOLS, Superintendent, Chester, S.C.
W. H. GLADDEN, Auditor, Chester, S.C.
GEO. B. MASON, Assistant Division Counsel, Gastonia, N.C.
J. E. MCDONALD, Jr., Assistant Division Counsel, Chester, S.C.
G. C. POTTER, Gen. Fht. Agent, Atlanta, Ga.
M. M. BARBER, Fht. Claim Agt., Atlanta, Ga.
V. A. SLAUGHTER, General Live Stock Agent, Washington, D.C.
J. J. HOOPER, Live Stock Claim Agent, Washington, D.C.
W. S. BARFIELD, Div. Fht. Agt., Gastonia, N.C.

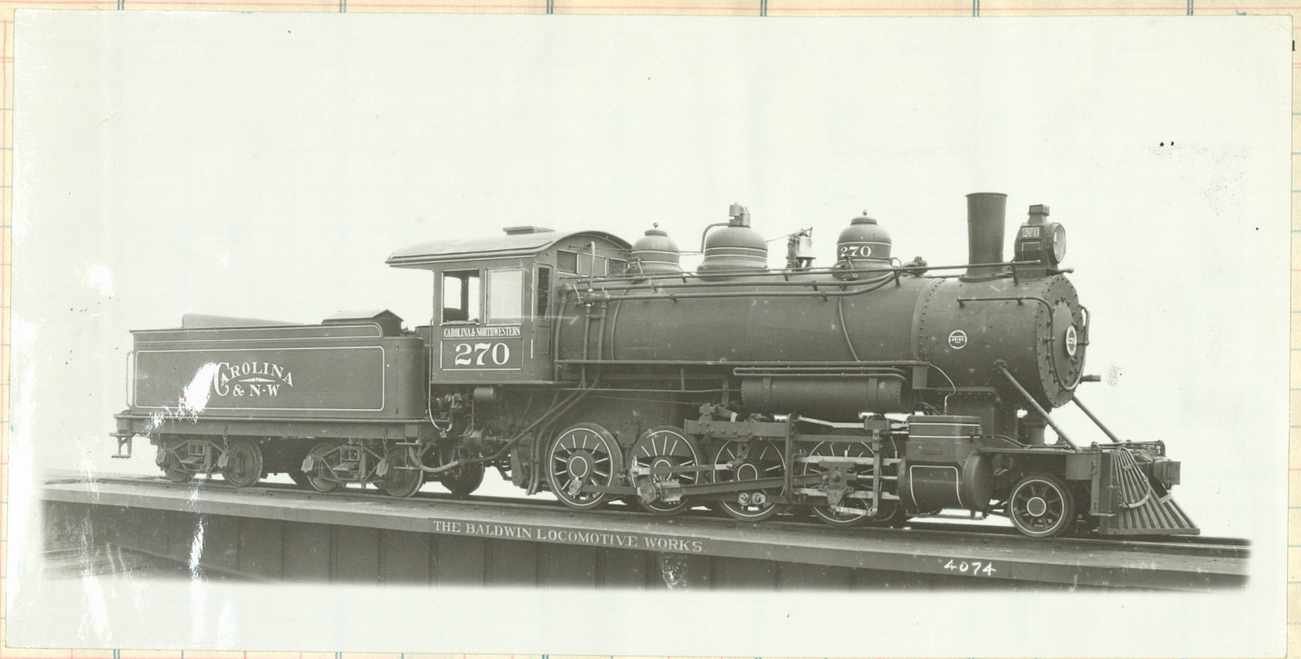
Connections.—[1] With South., Seab. Air Line and Lancaster & Chester Rys. [2] With Southern Ry. [3] With South. Ry. [4] With Seab. Air Line Ry. [5] With Blowing Rock Stage Line.

† Daily, except Sunday; ‡ Tuesday, Thursday, and Saturday; & Monday, Wednesday and Friday. + Coupon stations; δ Telegraph stations.

STANDARD—*Eastern time.*

No. 2	Mls	*August 13, 1933.*	No. 53	No. 1	
†7 15 A M	0	lv. + **Chester**[1] δ ar.	.....	5 18 P M	
7 28 "	6	..... Dinber	.....	5 05 "	
7 34 "	8	..... Lowry's ... δ	.....	5 00 "	
7 45 "	14	... McConnells	.....	4 49 "	
7 50 "	16	..... Gullries ... δ	.....	4 44 "	
8 05 "	23	+ ..... **York**[2] ... δ	.....	4 29 "	
8 15 "	28	..... Filbert	.....	4 18 "	
8 26 "	33	+ .... Clover .... δ	.....	4 08 "	
8 34 "	37	..... Bowlin	.....	4 00 "	
8 40 "	39	..... Crowders ...	.....	3 55 "	
8 46 "	42	.. South Gastonia ..	.....	3 49 "	
9 02 "	45	+ .. **Gastonia**[3] . δ	.....	3 38 "	
9 14 "	49	+ .... Dallas .... δ	.....	3 14 "	
9 25 "	55	..... Hardins ...	.....	3 02 "	
9 29 "	56	+ . High Shoals . δ	.....	2 58 "	
9 34 "	59	... Long Shoals ...	.....	2 52 "	
9 42 "	61	..... Southside	.....	2 43 "	
9 44 "	62	.... Laboratory	.....	2 45 "	
9 50 "	64	+ . **Lincolnton**[4] δ	.....	2 38 "	
10 08 "	73	+ .... Maiden .... δ	.....	2 20 "	
10 25 "	80	+ .... **Newton**[5] .. δ	.....	2 03 "	
10 20 "	90	+ .... **Hickory**[6] .. δ	.....	1 25 "	
11 32 "	94	..... Cliffs	.....	1 15 "	
11 45 "	98	+ . Granite Falls . δ	.....	1 01 "	
11 52 "	101	..... Saw Mills	.....	12 54 "	
11 57 A M	103	+ .... Hudson ... δ	.....	12 48 "	
12 06 P M	107	..... Whitnel	Mixed.	12 40 "	
12 22 P M	110	+ .... **Lenoir**[7] ... δ	10 57 A M	12 30 P M	
	111	..... Valmead	10 50 "		
	113	..... Warrior	– –		
	117	..... Olivette	10 12 "		
	120	... Collettsville ...	9 56 "		
	123	..... Adako	9 40 "		
	131	..... Mortimer ... δ	– –		
	134	ar. **Edgemont** δ lv.	9 00 A M		

Mixed. a 4 15 P M 4 25 " 4 49 " 5 06 " 5 17 " – 5 50 P M



This sturdy Consolidation was delivered by Baldwin [c/n 38182] in 1912

Chesapeake Beach Railway.

1927

GENERAL OFFICERS.

W. J. HAYWARD, V.-Pres., Treas. & Gen. Mgr. ..... Seat Pleasant, Md.
J. M. RECTOR, Secretary, Asst. Treasurer & Auditor. Washington, D.C.

GENERAL OFFICES, WASHINGTON, D. C.

Miles of road operated, 28.3. Gauge, 4 ft. 8½ in.
Locomotives (coal burning), 6.

FREIGHT EQUIPMENT—NONE.

PASSENGER EQUIPMENT.

M. C. B. Designation.	Kind.	Series of Numbers.	Seating Cap'cty	Length of Car.	No.
PA.....	Coaches.....	22 to 38	80	66 ft.	18
PA.....	"	44, 45	60	54 ft.	2
PA	"	51 to 58	64	61 ft.	8
CO.....	Combination.....	10, 11	30	66 ft.	2
PC.....	Chair.....	Silverton. Rico.	72	66 ft.	2
PC.....	"	Dolores.	72	66 ft.	1
PV.....	Private.....	San Juan.	.....	50 ft.	1

Report movements and mileage or per diem to W. J. Hayward, General Manager, Seat Pleasant, Md.

For balances remit to or draw on J. M. Rector, Assistant Treasurer, Washington, D. C.

Send bills for repairs to cars to W. J. Hayward, General Manager, Seat Pleasant, Md.

Reports of this Company's cars which are destroyed, or held awaiting receipt of repair material, should be forwarded to W. J. Hayward, General Manager, Seat Pleasant, Md.

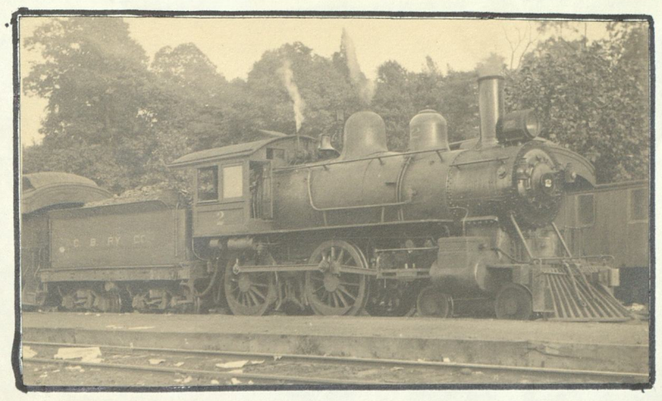
FREIGHT CONNECTIONS AND JUNCTION POINTS.

Baltimore & Ohio—Chesapeake Jct., D. C. | Pennsylvania R. R. Sys.—Marlboro, Md.

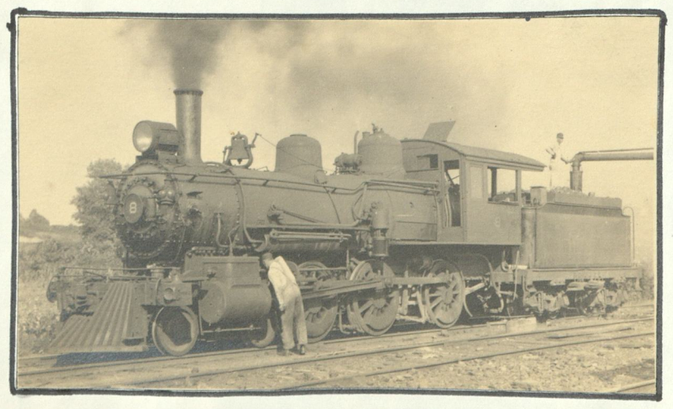
Sept., 1925.

Add—Error _____ DATE
Deduct " _____ DATE
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

CHESAPEAKE BEACH RY



#2 Built by Pittsburgh 1898
c/n 1857 Retired in 1936



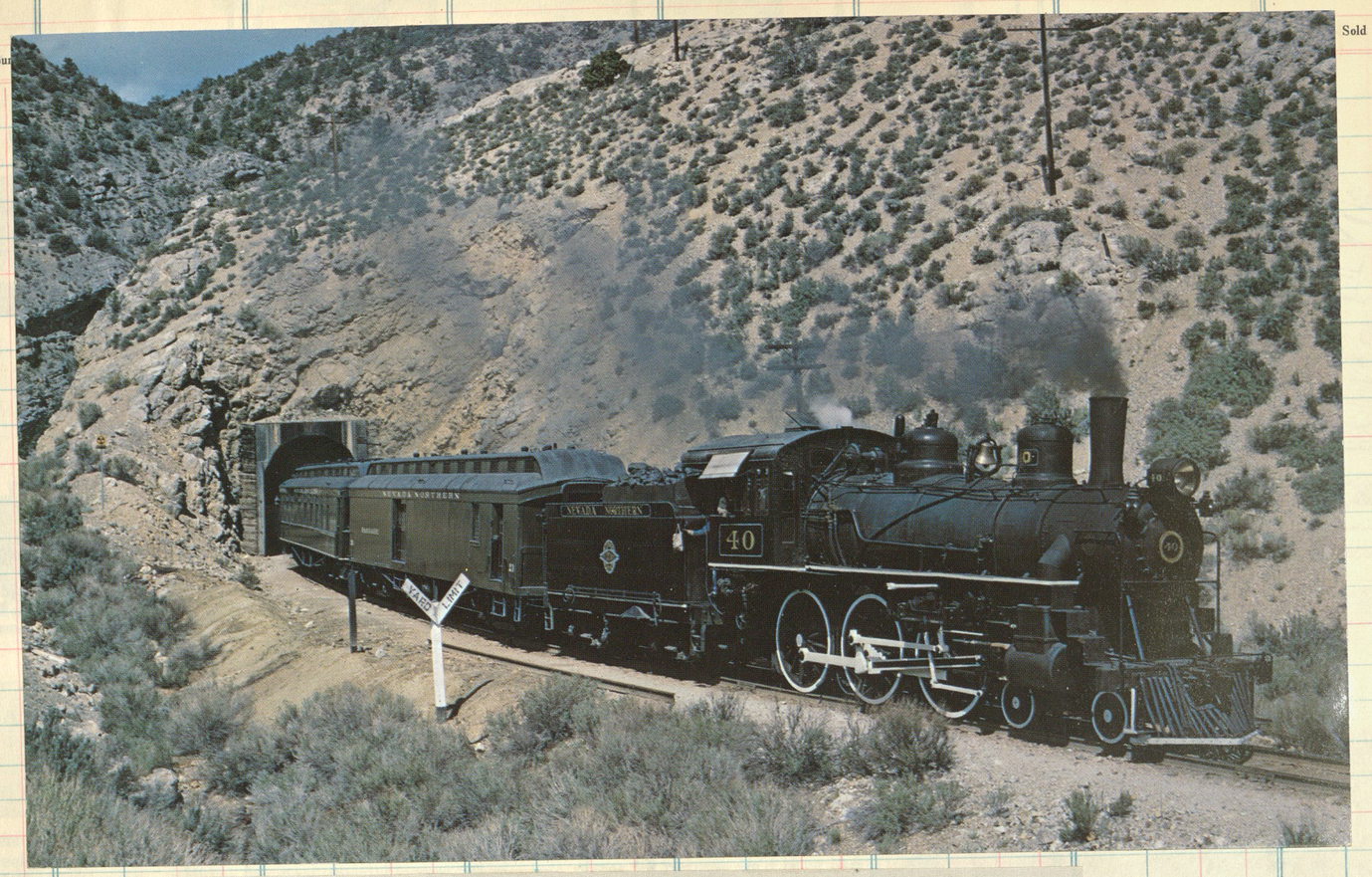
Fotos gift of
C. C. Badger

Ten wheeler #8 was built for the Cincinnati, Jackson & Mackinaw #35 by Brooks in 1896 c/n 2684. To Cincinnati Northern #35, C.C.C.& StL #6114 in 1905. Sold to Dayton Toledo & Chicago #7. Returned to B/4 about 1920 and noed 6380. Sold to BR&L and purchased by C.B. in 1921 and noed #8

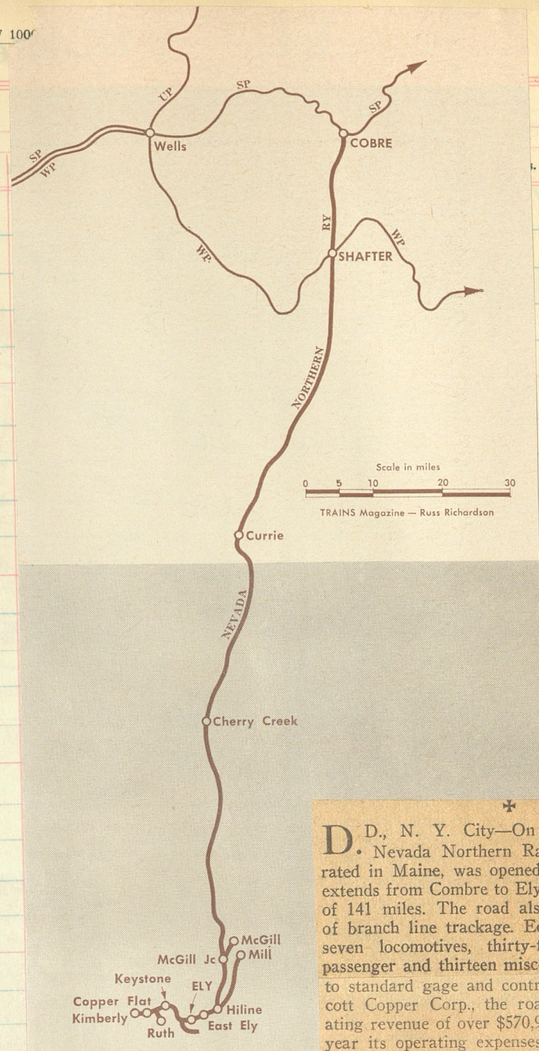
Nevada Northern

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

Sold

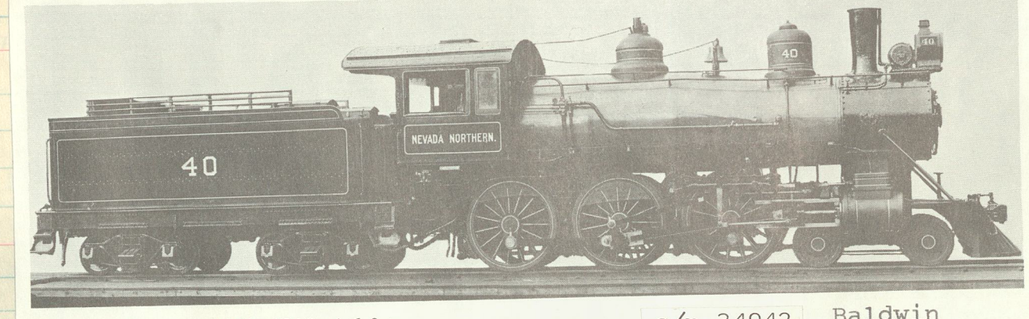


Dignified #40 rolls the "varnish" thru Robinson Canyon



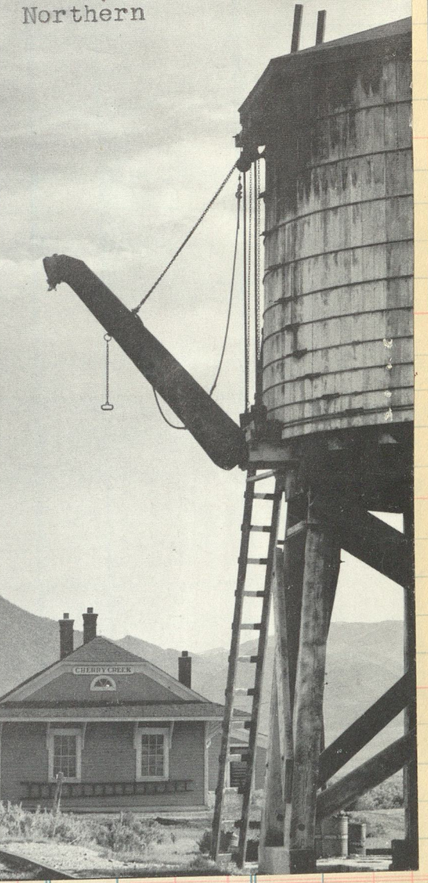
✠

D. D., N. Y. City—On June 2, 1906, the Nevada Northern Railway Co., incorporated in Maine, was opened for traffic. Its line extends from Combre to Ely, Nevada, a distance of 141 miles. The road also operates 54 miles of branch line trackage. Equipment consists of seven locomotives, thirty-five freight, eleven passenger and thirteen miscellaneous cars. Built to standard gage and controlled by the Kennecott Copper Corp., the road had a 1938 operating revenue of over $570,958. During the same year its operating expenses were $326,575, and its total assets, $4,874,683.



Nevada Northern #40, 1910, 4-6-0 type. c/n 34942 Baldwin

A lonesome spot in the Nevada desert, Cherry Creek, on the old Nevada Northern

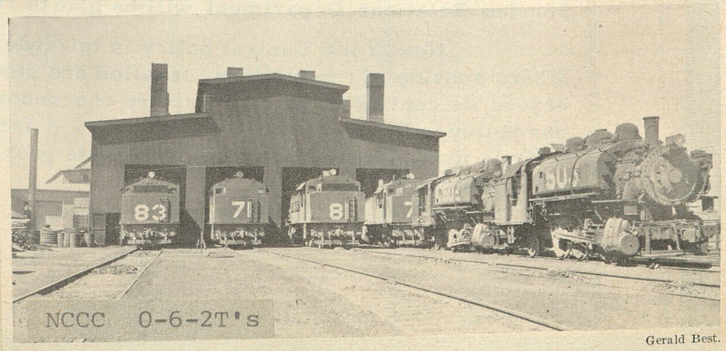


4	Mls.	June 1, 1933. (Pacific time.)		3
P M	.....	LVE.	ARR.	P M
*2 00	0	..... Cobre	ō	12 40
2 29	18.5	..... Shafter	ō	12 05
2 50	31.0	..... Decoy		11 42
3 05	40.5	.....Dolly Varden.....		11 27
3 25	53.0	..... Mizpah.....		11 07
3 45	63.0	..... Currie.....	ō	10 49
4 01	71.0	..... Goshute		10 27
4 17	80.4	.....Greens.....		10 11
4 42	91.3	..... Cherry Creek....	ō	9 50
5 13	108.0	..... Warm Springs		9 16
5 48	128.5	arr..McGill Junction.lve.		8 41
6 08	128.5	lve..McGill Junction.arr.		8 26
6 35	139.1	..... East Ely	ō	8 05
6 40	140.4	.....Ely.....	ō	*8 00
P M	.....	ARRIVE	LEAVE	A M

Connections.—At Cobre, Nev.—With Southern Pacific Lines. At Shafter—With Western Pacific R.R.

With Stage Lines. At McGill—Mondays, Wednesdays and Fridays for Aurum and Cleveland. At Ely—Mondays, Wednesdays and Fridays for Hamilton and Preston; Tuesdays, Thursdays and Saturdays for Baker and Tonopah.

2-8-0
Baldwin
1917
Con #
45351



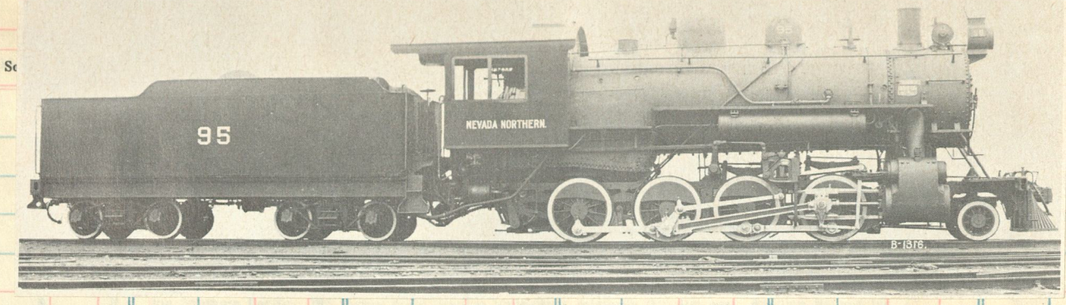
Gerald Best.

AN IDLE SUNDAY at Ruth, Nev., before 1950, finds roundhouse stalls filled with saddletankers.

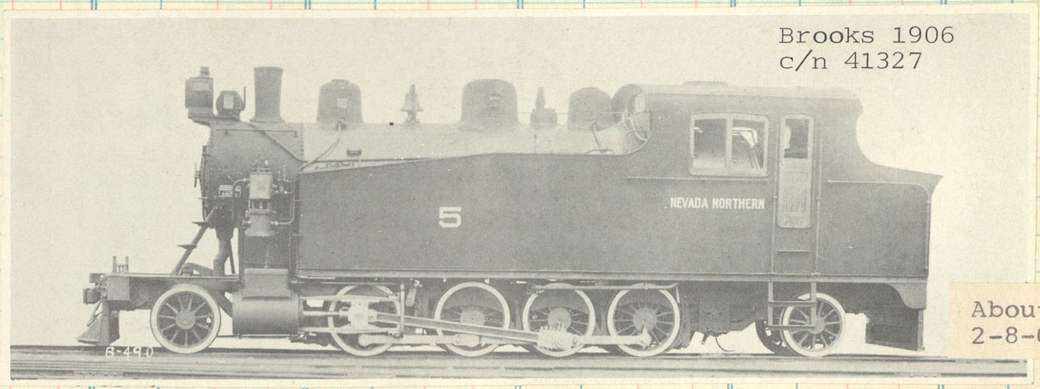
nty loads of ore and a four-wheel crummy follow Nevada Consolidation Copper 2-8-0 on the high line above Ely, Nevada in 1909. train is *en route* from the pit at Ruth to the smelter at McGill, Nevada

Built by Brooks 1914

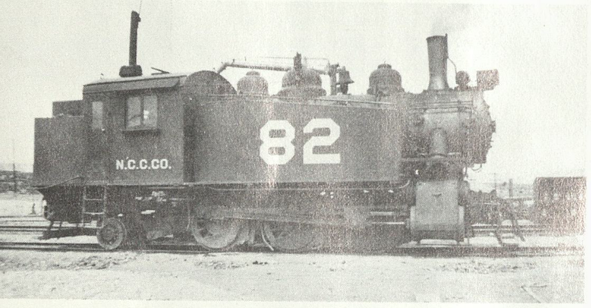
c/n 54661



Brooks 1906
c/n 41327



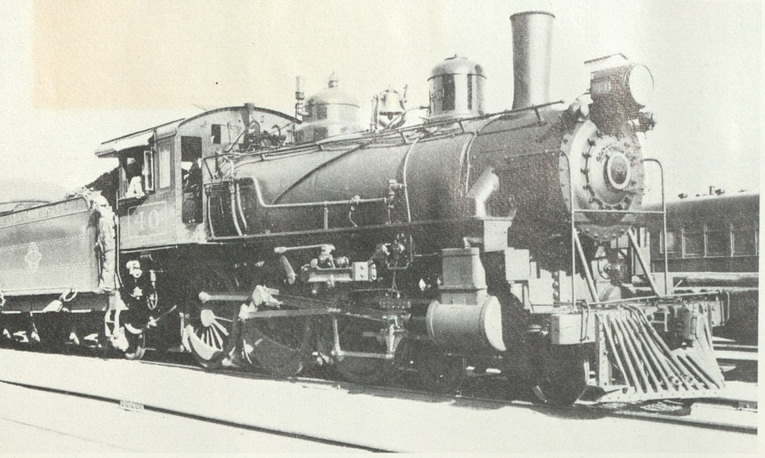
About 1910 rebl t as 2-8-0 and noed 80



Nevada Consolidated Copper #82 at Ruth, Nevada in 1939. *Photo by Ted Wurm.*

In 1923, Baldwin delivered five of these 0-6-2T's noed 81-85

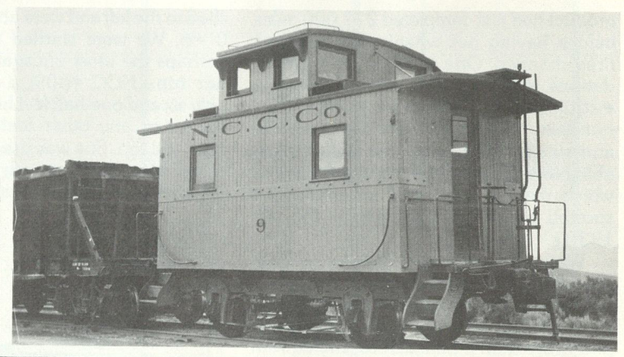
Nevada Consolidated Copper Liberty Pit near Ruth, Nevada in 1909. *Photo, Nevada Historical Society, courtesy Ted Wurm.*

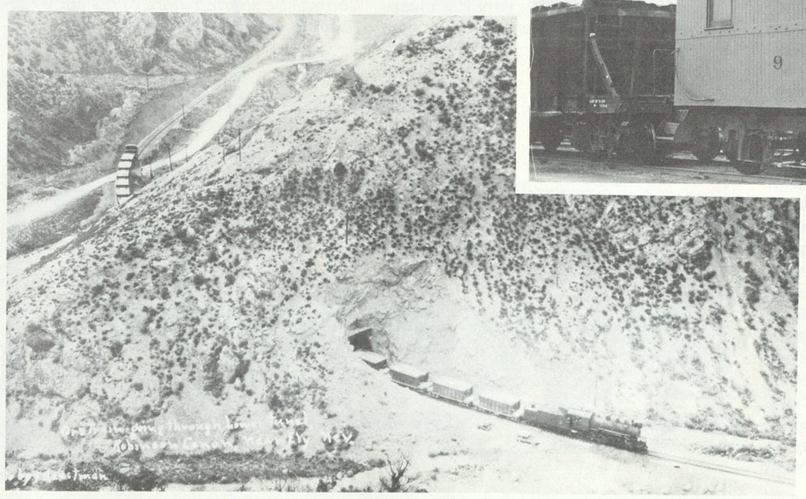


This Nevada Northern locomotive was snapped at the East Ely shops in 1939 just before backing the train down to the Ely station. The name, R. E. Noble, is on the cab. Number 40 was built by Baldwin in 1910. *Photo by Ted Wurm.*

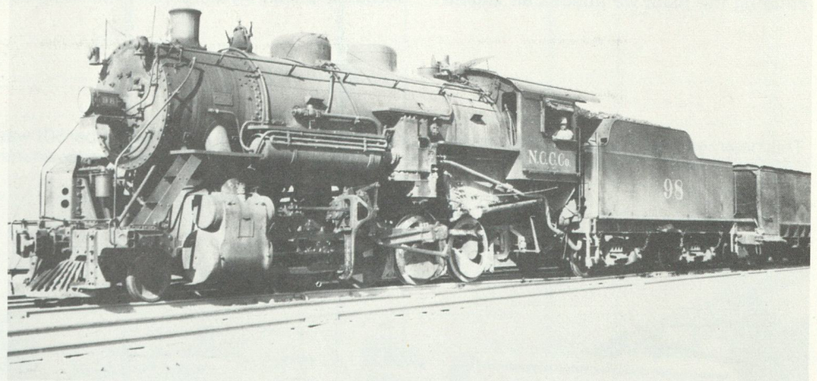
#600 blt by Schen in 1902 (c/n 25875) as Elwood, Anderson & LaPelle #3, sold to SI&E Co, then to NCCC in 1916.

Nevada Consolidated Copper four wheel caboose #9 at Ruth, Nevada in 1939. She was painted yellow. *Photo by Ted Wurm.*

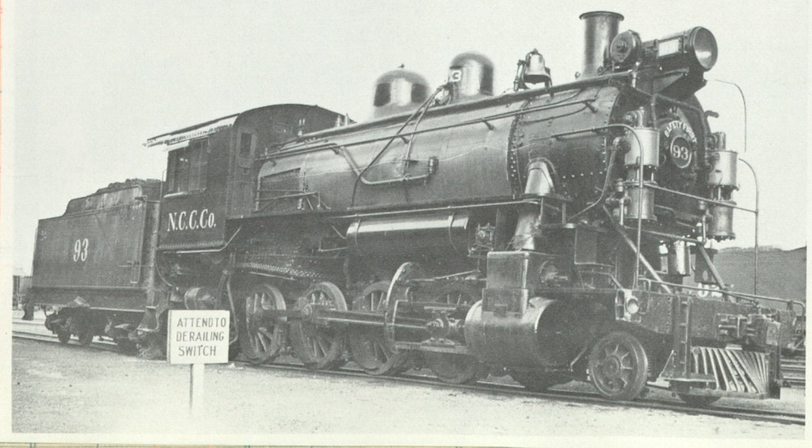




Nevada Consolidation Copper 2-8-0 with an ore train en route from Ruth to McGill at the lower tunnel in Robinson Canyon near Ely, Nevada in 1909. Notice that both the front and the rear of the train are sticking out of the tunnel. *Photo, Nevada Historical Society, courtesy Ted Wurm.*



One of Nevada Consolidated Copper's newest engines. She was built by Alco-Schenectady in 1929. This photograph was taken in East Ely in 1939. *Photo by Ted Wurm.*

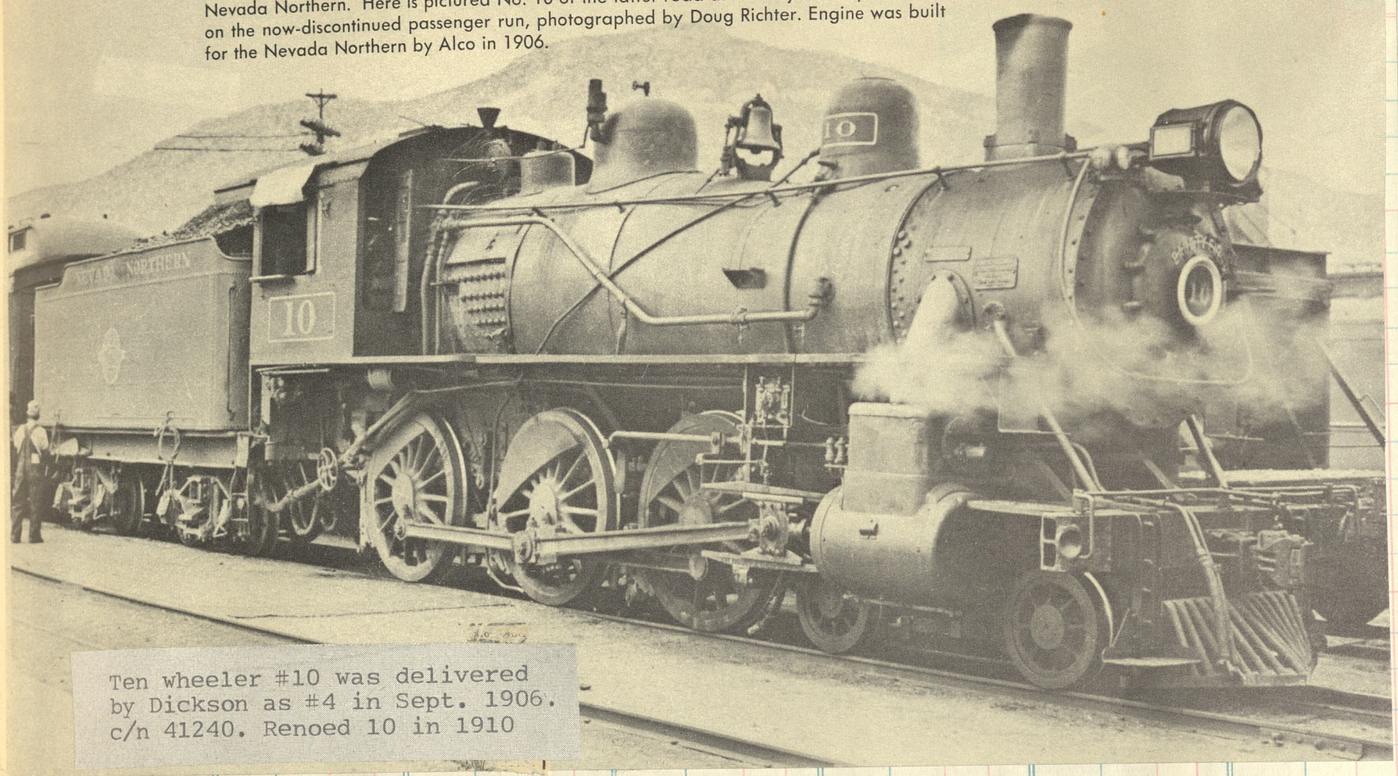


Nevada Consolidated Copper #93 at East Ely in 1939. *Photo by Ted Wurm.*

#93 blt by Schen in 1909 for Nevada Northern. Tfr to NCCCo. In 1942 sent to Kennecott Copper Corp.

NEVADA NORTHERN RAILWAY COMPANY.

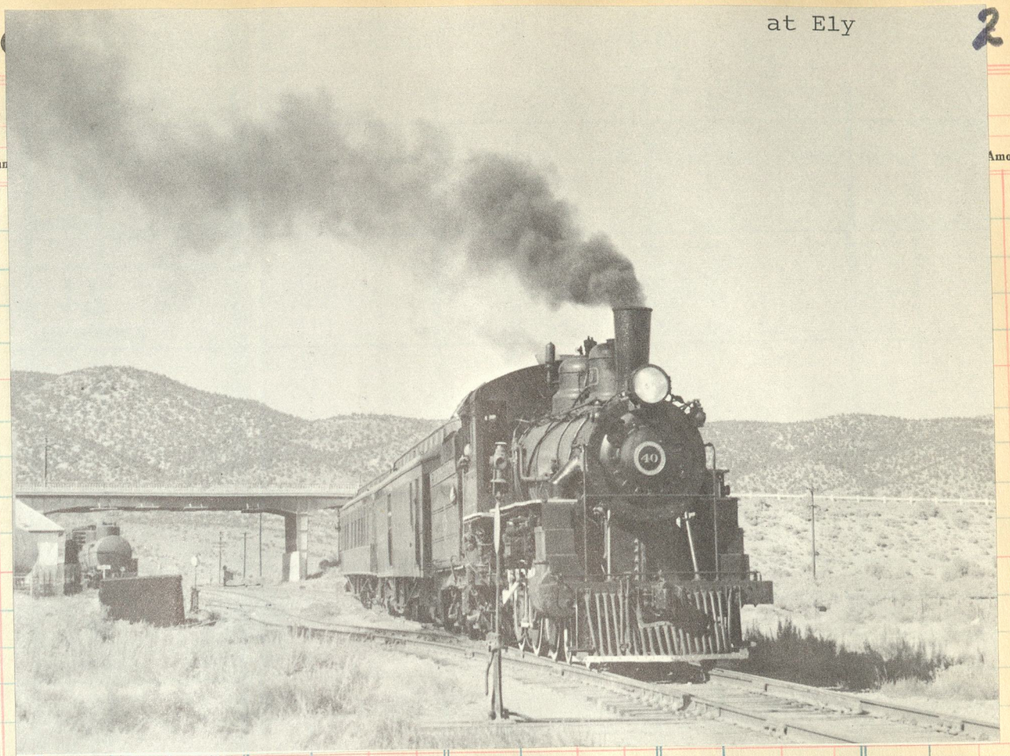
Nevada, once the possessor of approximately fifteen railroads operating wholly within its borders, now has only two, the soon-to-be-abandoned Virginia & Truckee, and the Nevada Northern. Here is pictured No. 10 of the latter road at East Ely on May 30, 1939 on the now-discontinued passenger run, photographed by Doug Richter. Engine was built for the Nevada Northern by Alco in 1906.



Ten wheeler #10 was delivered by Dickson as #4 in Sept. 1906. c/n 41240. Renoed 10 in 1910

at Ely

21



Baldwin 1917
c/n 44795

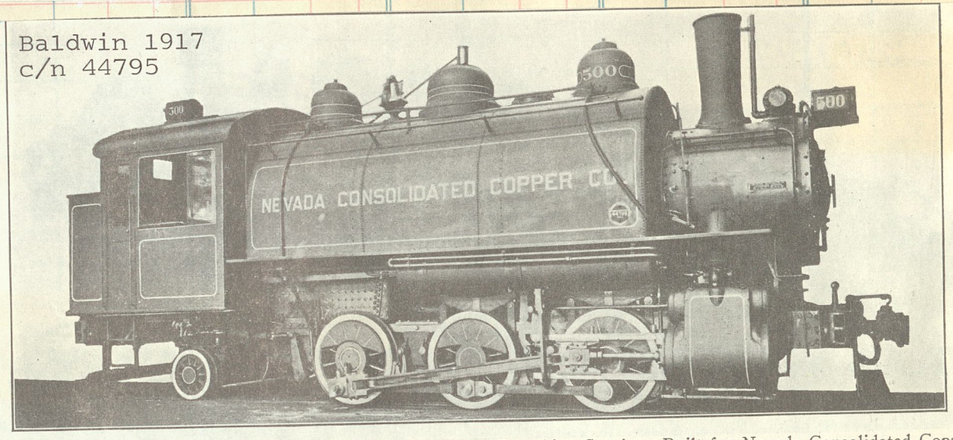
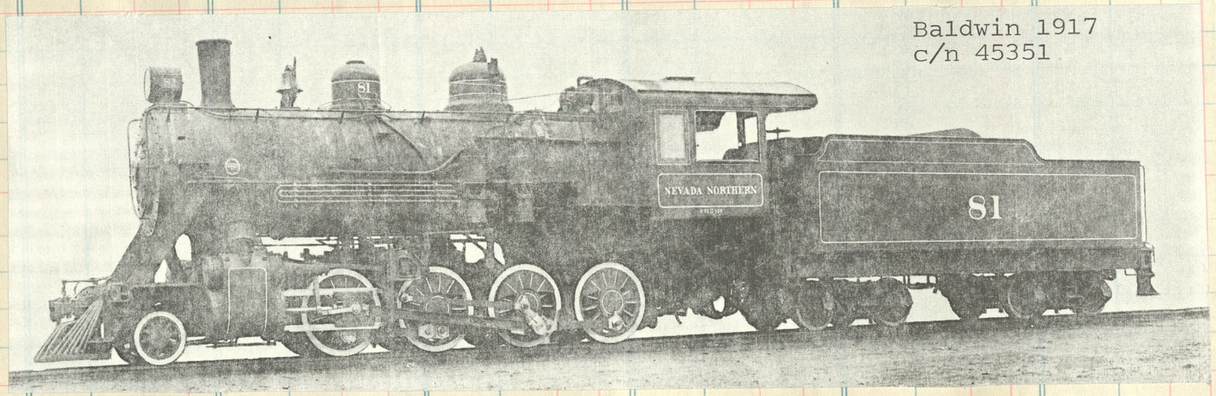


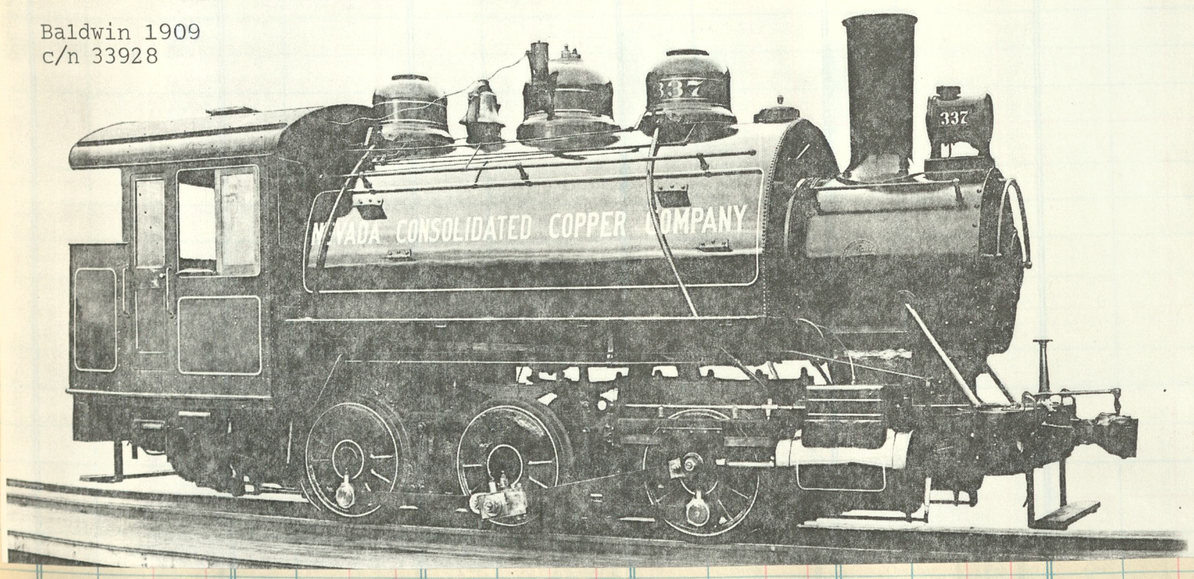
Fig. 35—Six-Coupled (0-6-2) Saddle Tank Locomotive for Switching Service. Built for Nevada Consolidated Copper Co. by the Baldwin Locomotive Works.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,202 sq. ft.
Cylinders	19 in. x 26 in.	Heating Surface, Firebox	134 sq. ft.
Steam Pressure	180 lbs.	Heating Surface, Total	1,336 sq. ft.
Diam. of Drivers	46 in.	Heating Surface, Superheater	282 sq. ft.
Tractive Effort	31,200 lbs.	Grate Area	28 sq. ft.
Rigid Wheel Base	11 ft.	Weight on Drivers	149,300 lbs.
Driving Wheel Base	11 ft.	Weight, Total	164,600 lbs.
Total Wheel Base	19 ft. 10 in.	Fuel	Soft coal

Baldwin 1917
c/n 45351



Baldwin 1909
c/n 33928



NCCC #334 Schenectady 1907 c/n 43292. Sold to Amador Central then to Pacific States Steel

F. B., Fort Morgan, Colo.—The Kennecott Copper Corporation owns three railroads at the present time. These are the Nevada Northern Railway Co., with 165.7 miles of track and 7 locomotives; the Ray & Gila Valley Railroad Co., with 6.62 miles of track and 2 locomotives; and the Bingham & Garfield Railway Co., with 71.69 miles and eight locomotives. A fourth line, the Copper Hill & North Western, was abandoned in 1939.

LEHIGH & NEW ENGLAND RAILROAD

GENERAL OFFICES—1421 Chestnut Street, Philadelphia, Pa.

Recalling those illustrious days, artist Ted Xaras paints this scene of camelbacks as they struggle thru Lehigh Gap with a train of empty hoppers being returned to the mines. Along the far shore of the Lehigh River is the Central of New Jersey's main line while at this end (not shown) is the Lehigh Valley trackage.

Baldwin 1927
131-133
c/n 60214
class I-5

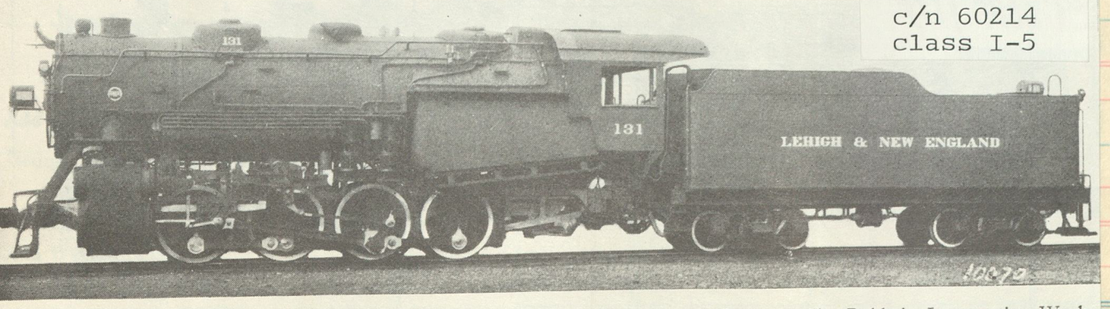


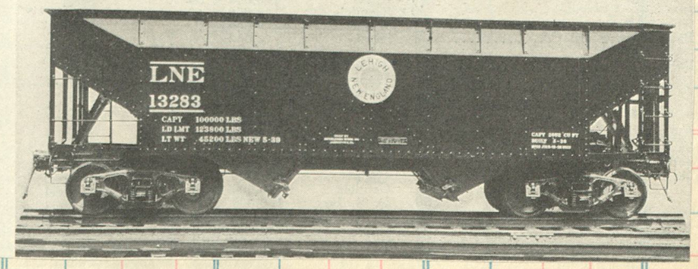
Fig. 26—Lehigh & New England 0-8-0 (Eight-Wheel) Switching Locomotive. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke	27 in. x 30 in.
Tractive force	68,500 lb.
Cylinder horsepower (Cole)	2,755 hp.
Drivers, diameter	57 in.
Weight on drivers	269,800 lb.
Driving wheel base	16 ft. 0 in.
Fuel	Hard and soft coal
Grate area	95 sq. ft.
Steam pressure	210 lb.
Evaporative heating surface	3,413 sq. ft.
Superheating surface	902 sq. ft.
Tender capacity	10,000 gal., 14 tons

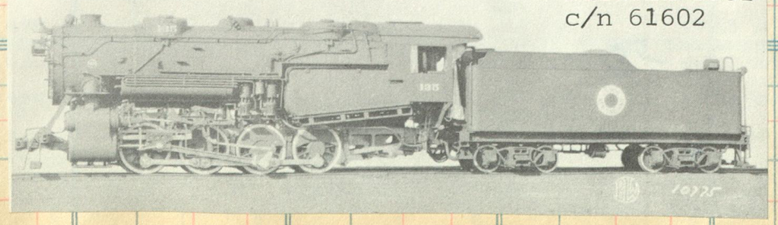
C/N 60214

1939

Lehigh & New England 50-Ton Hopper Car. Light Weight, 45,200 Lb. Builder, Bethlehem Steel Company

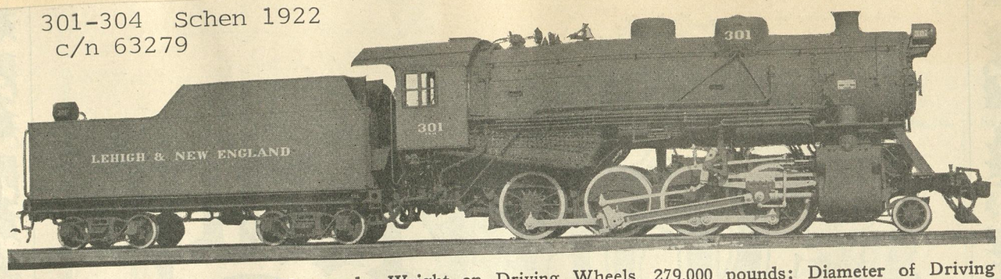


134-136
Baldwin 1931
c/n 61602



301-304 Schen 1922
c/n 63279

Clos. No.	Sold	Amount	Clos. No.	Sold



Total Weight of Engine, 301,500 pounds; Weight on Driving Wheels, 279,000 pounds; Diameter of Driving Wheels, 61 inches; Boiler Pressure, 210 pounds; Cylinders, 27x32 inches; Maximum Tractive Power, 68,200 pounds.

F. Rodney Dirkes

Consolidation No. 302, drawing a Maybrook-bound train, passes through Campbell Hall, New York, June 23, 1947.

After a decade of service here's the 301 hard at work with 55 cars on the Erie trackage north of Goshen, N.Y.

C. M. Clegg

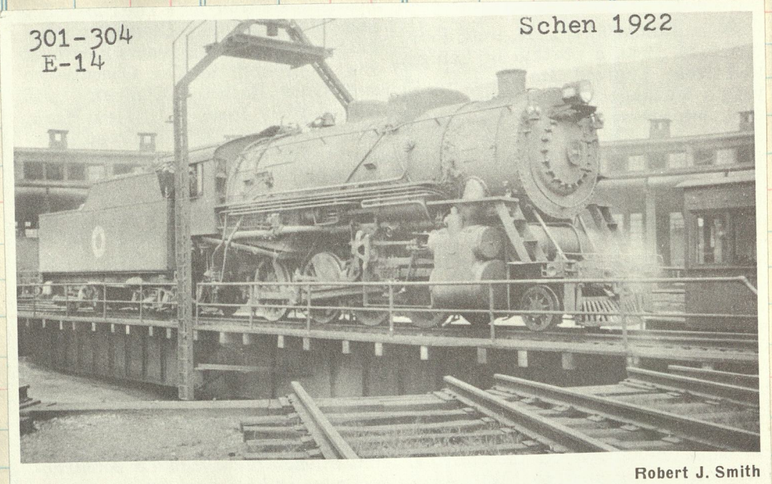
"AFFABLE LIVE-OAK, LEANING LOW"

Sidney Lanier

The dense woodland of the New Jersey countryside at Gainesburgh Junction, five miles east of the Delaware Water Gap, provides a sylvan and unaccustomed setting for one of the Lehigh & New England's powerful consolidations with tender boosters headed east with a long drag of coal from the Pennsylvania mines. Over this portion of the main line of this coal-haul road the high iron is hidden for miles in the dense green of summer woods which lends a sense of unreality to the thundering passage of the heavy tonnage of big-time industry.

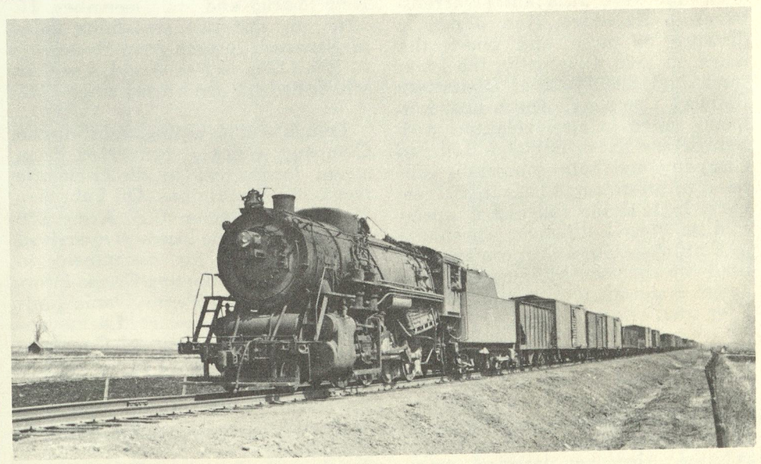
301-304
E-14

Schen 1922



Robert J. Smith

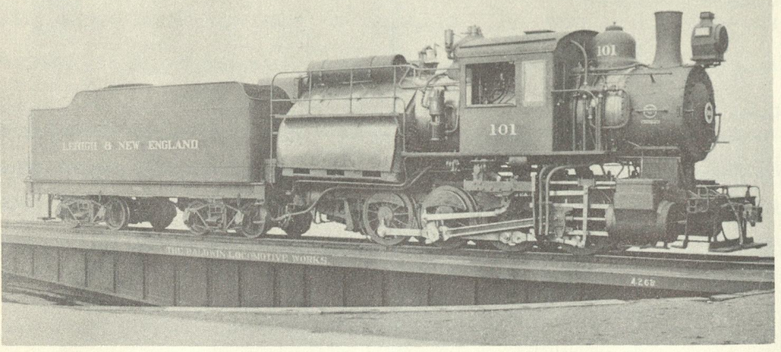
Heavy Consolidation No. 303 stands on turntable at Pen Argyl Engine Terminal, circa, 1931.

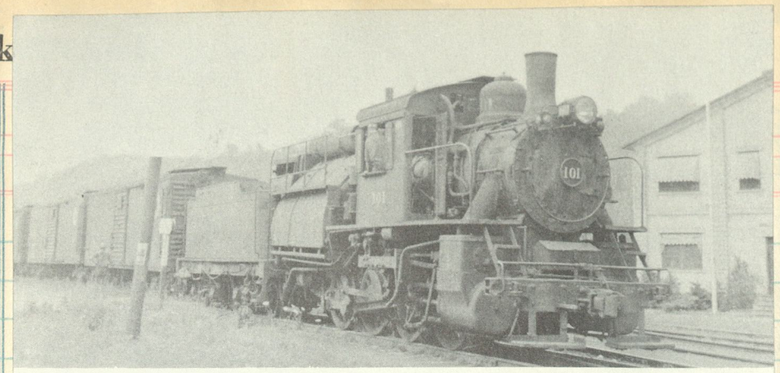


Donald W. Furler

Eastbound freight train headed by Consolidation No. 304 moves along Campbell Hall Connecting Railroad Company's trackage westward from Pine Island, New York, April 12, 1941. The flat rich moist soil of the area produced bumper crops of onions.

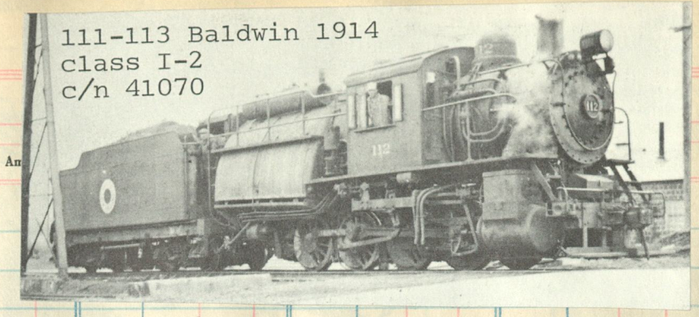
Baldwin 1913 class I-1
c/n 39189





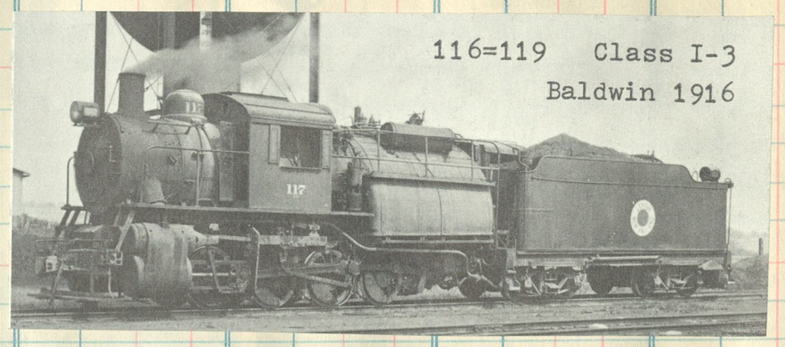
William Greenberg. Jr. — North Jersey Chapter, N.R.H.S.
Eight wheel switcher No. 101 performs assignment in Martins Creek Yard, Pennsylvania, circa, 1936.

111-113 Baldwin 1914
class I-2
c/n 41070

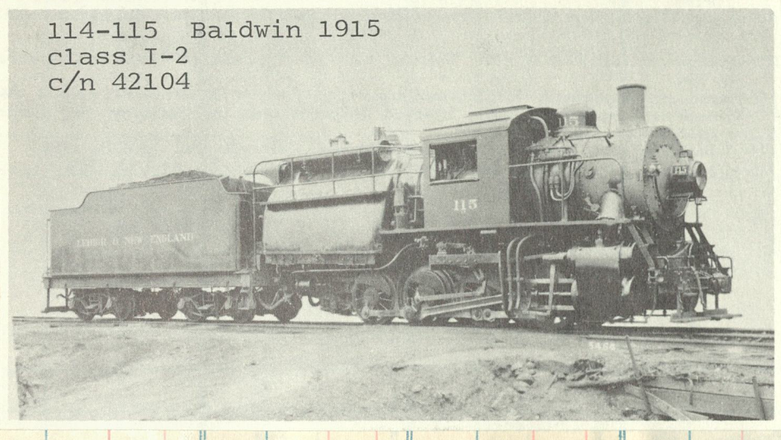


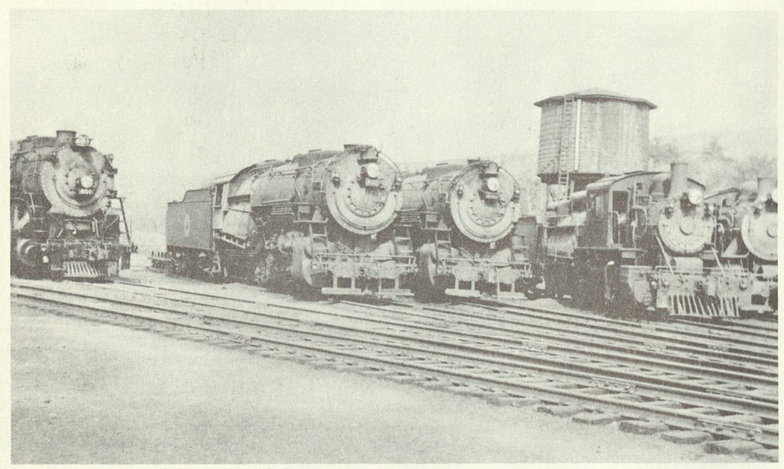
Clos. No. | Sold | Amount

116=119 Class I-3
Baldwin 1916



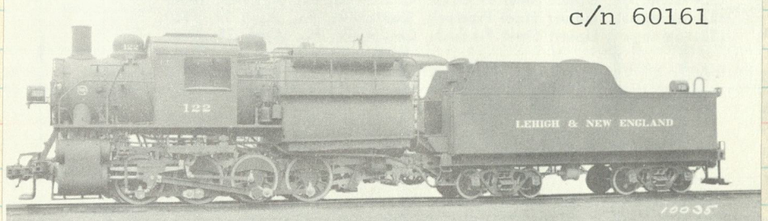
114-115 Baldwin 1915
class I-2
c/n 42104



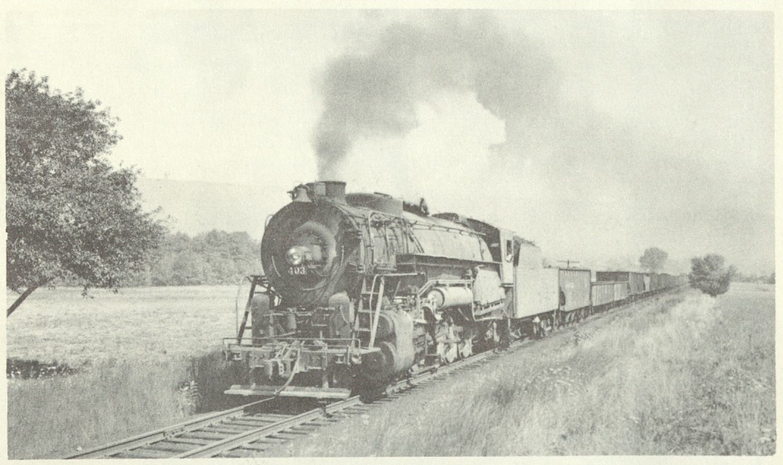


Clinton T. Andrews
Steam locomotives Nos. 401, 133, 132, 42, and 112 stand at Arlington Engine Terminal located eastward from Tamaqua, Pennsylvania, in Panther Creek valley, 1935.

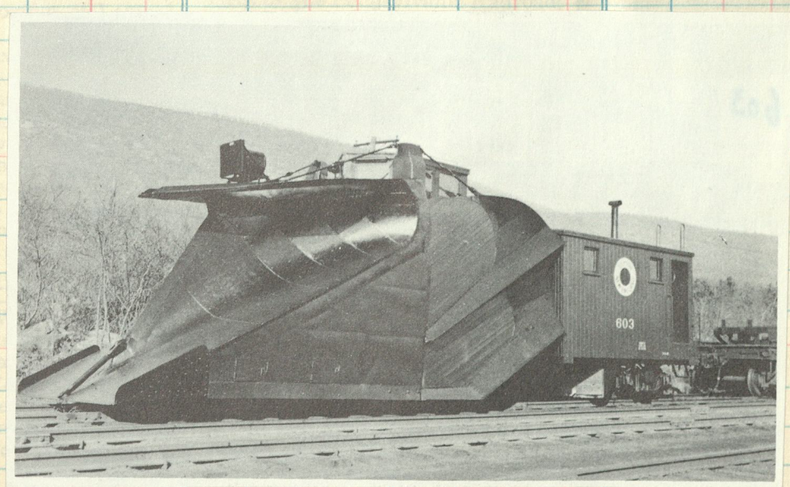
Class I-4 120-122 Baldwin 1927
c/n 60161

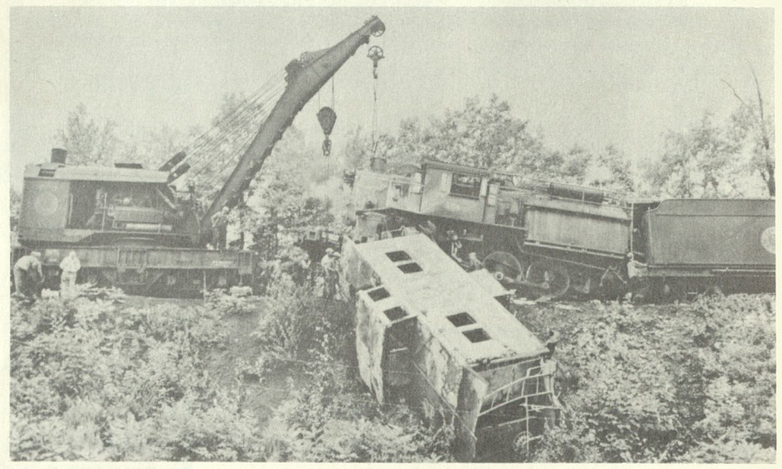


The last "camelback" type engines built

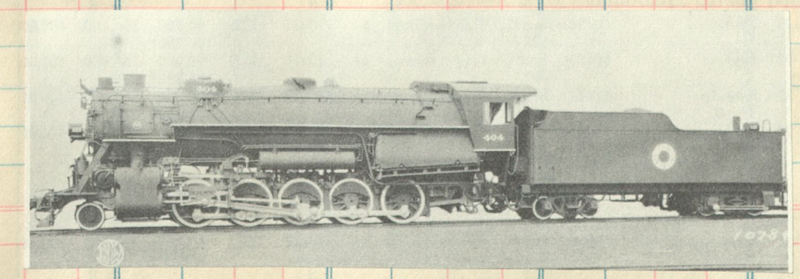


Donald W. Furler
Decapod No. 403, bound for Bethlehem Junction with 29 cars assembled in Pen Argyl Yard, approaches Pt. Phillips, Pennsylvania, located along Bethlehem Branch westward from Benders Junction, September 1, 1946.

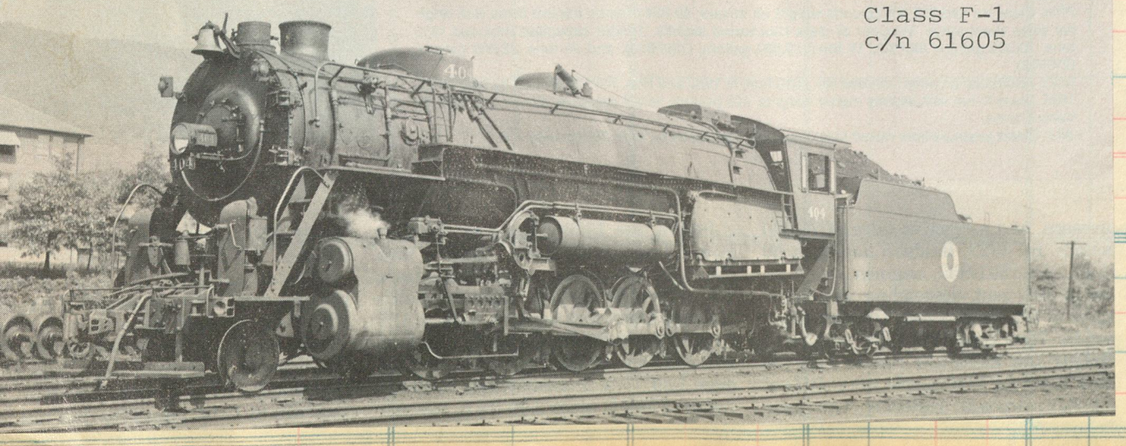




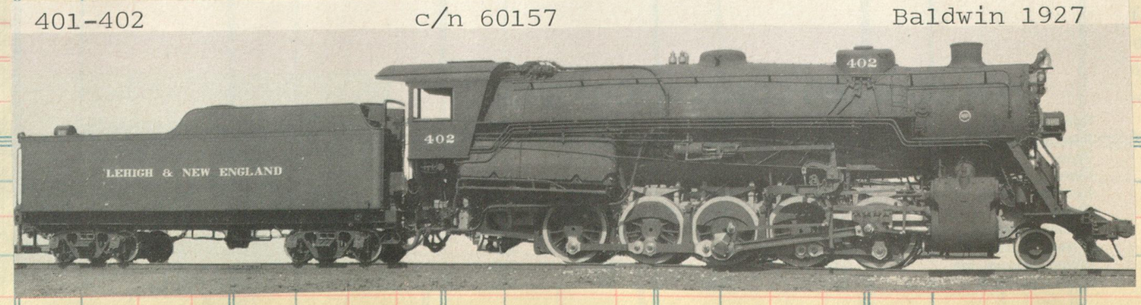
John Meredith Collection
Steam Crane No. 700 clears wreckage southward from Tamaqua, Pennsylvania, after eastbound train drawn by Consolidation No. 151 crashed into another train stalled by rocks on track, August 15, 1941.



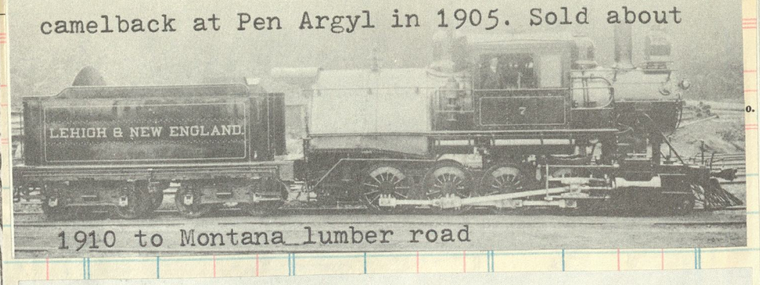
403-404 Baldwin 1931
Class F-1
c/n 61605



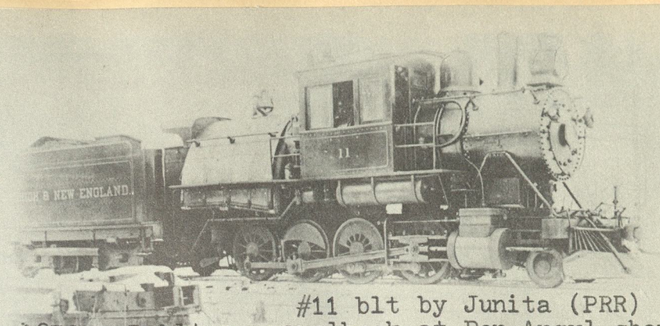
401-402 c/n 60157 Baldwin 1927



#7 blt at Junita (PRR) 1879, rebuilt as a camelback at Pen Argyl in 1905. Sold about

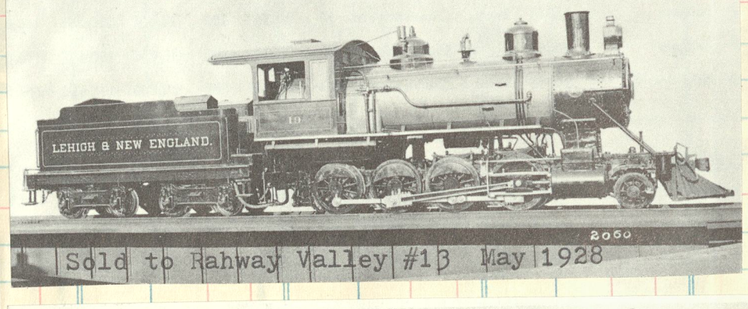


1910 to Montana lumber road



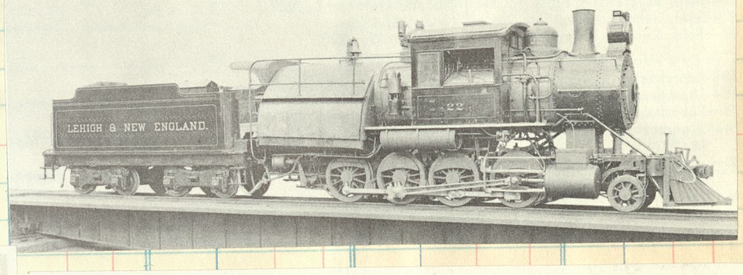
#11 blt by Junita (PRR) 1879. Reblt as camelback at Pen Argyl shops 1905. Sold about 1910.

Consolidation Class E-7 18-20 Baldwin 1905

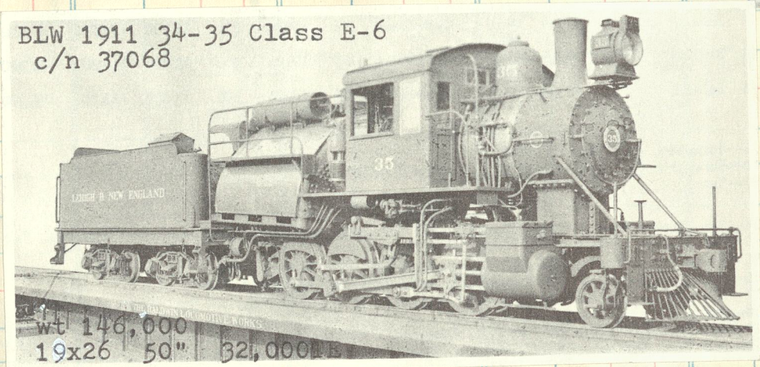


Sold to Rahway Valley #13 May 1928

#22 Class E-8 21-25 Baldwin 1906

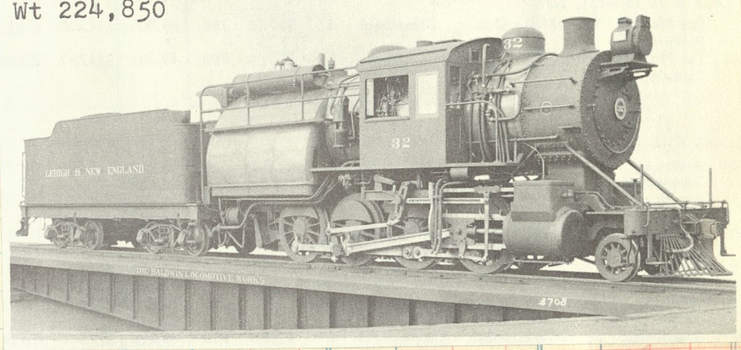


BLW 1911 34-35 Class E-6
c/n 37068



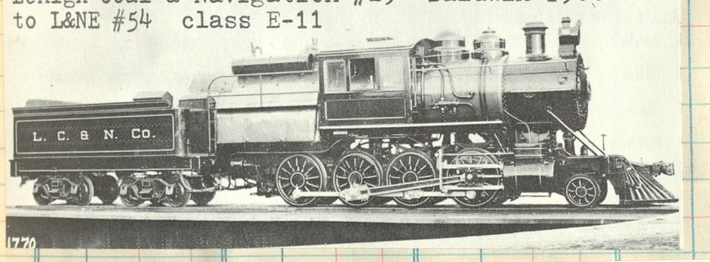
wt 146,000
19x26 50" 32,000 TE

32, later 151, Class E-13 BLW 1911 32-33
Cyls 23½x30 57" TF 49,000
Wt 224,850

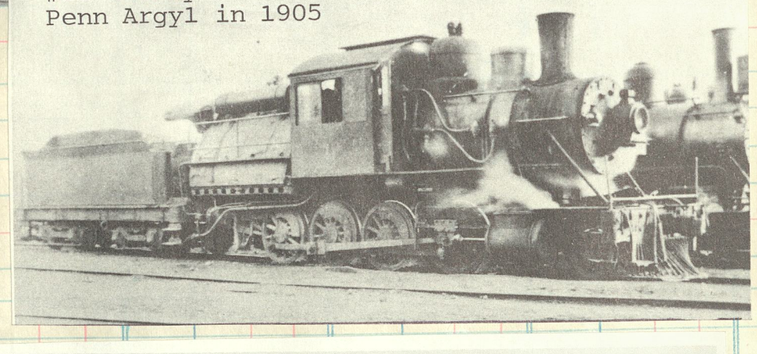


IC&N #26 Baldwin 1892
c/n 12430, to L&NE #51
in 1913

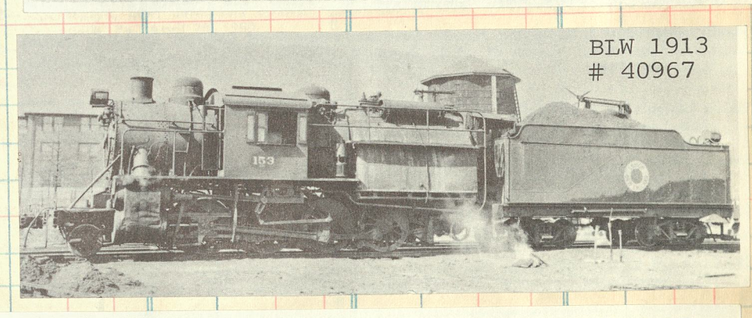
Lehigh Coal & Navigation #29 Baldwin 1906
to L&NE #54 class E-11



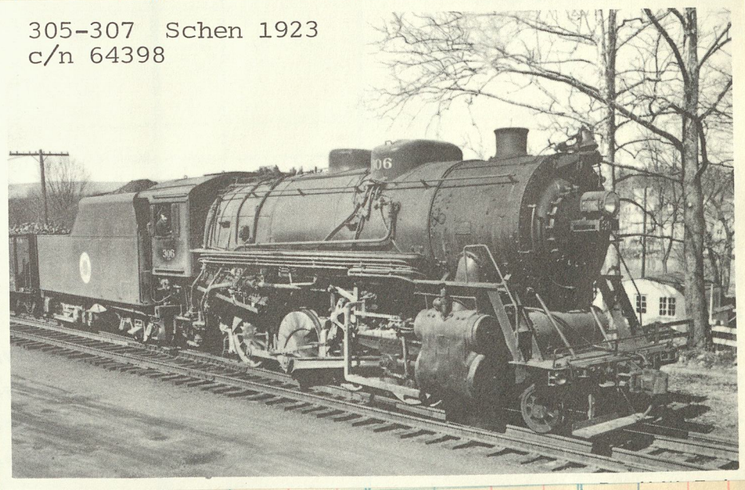
#11 blt by PRR 1879. Reblt [as shown] at Penn Argyl in 1905

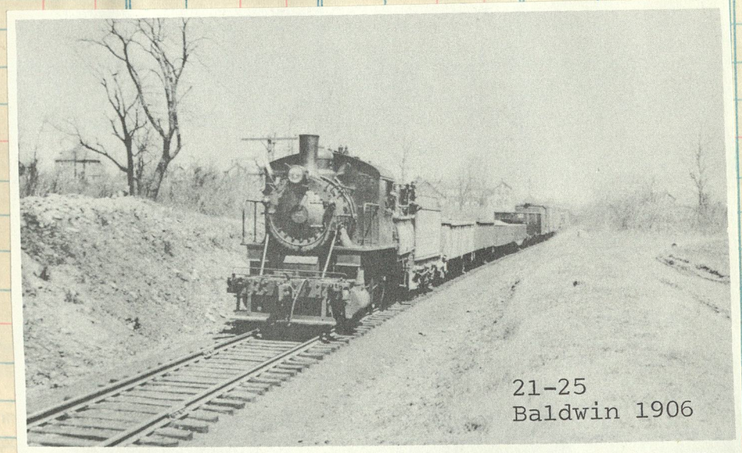


BLW 1913
40967



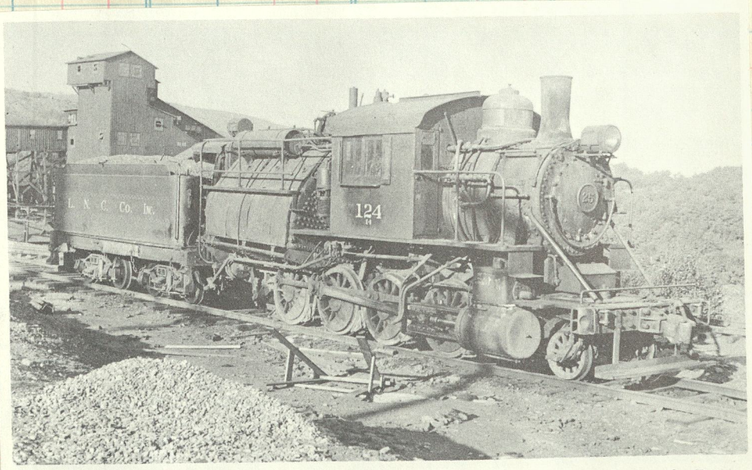
305-307 Schen 1923
c/n 64398





Baldwin Locomotives

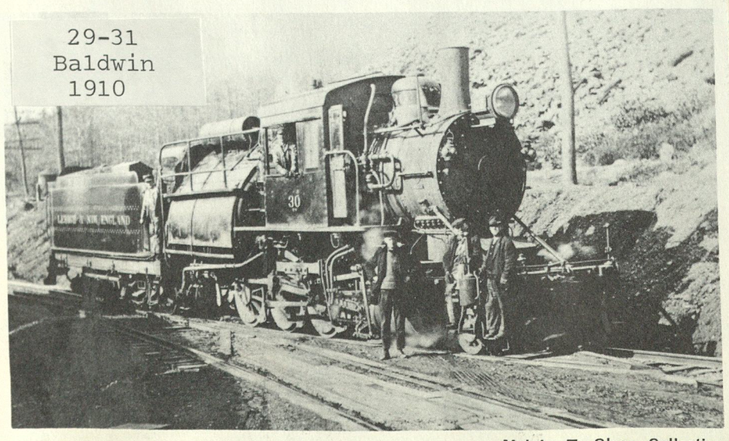
Consolidation locomotive No. 21 approaches east end of Pen Argyl Yard with cars gathered from nearby slate quarries, 1928. Abandoned right of way (formerly Lehigh and Lackawanna Railroad Company's main line into Pen Argyl's business district) may be observed on the right.



Charles A. Brown

After retirement from L&NE light Consolidation No. 25 became No. 124 of Lehigh Navigation and Coal Company and performed yard work at No. 14 colliery located eastward from Tamaqua, Pennsylvania, September 28, 1947.

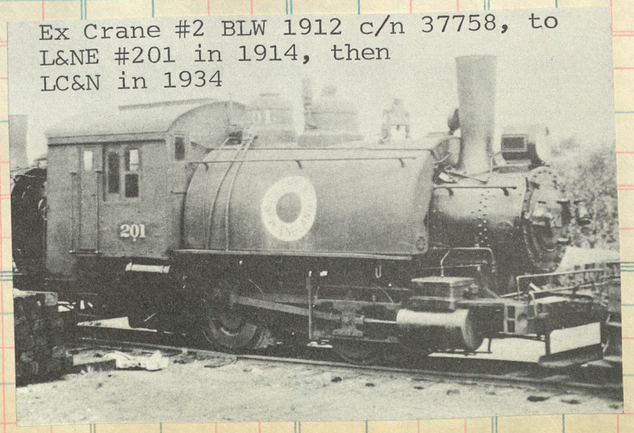
29-31
Baldwin
1910

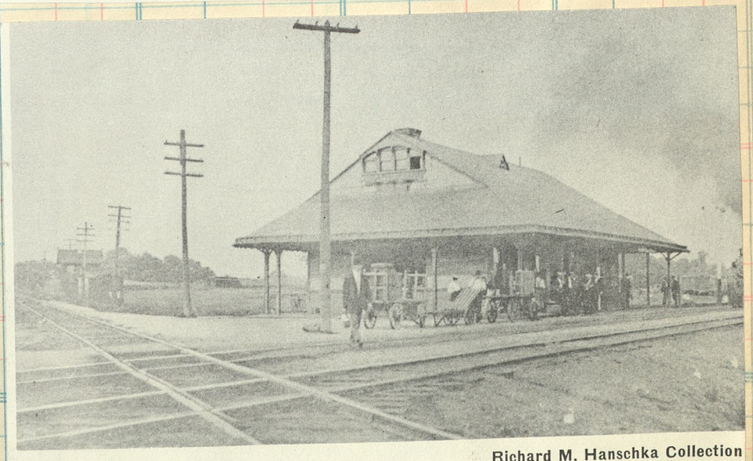


Malvin T. Olson Collection

Consolidation locomotive No. 30 performs switching assignments at Hauto in Pennsylvania's hard coal region, circa, 1920.

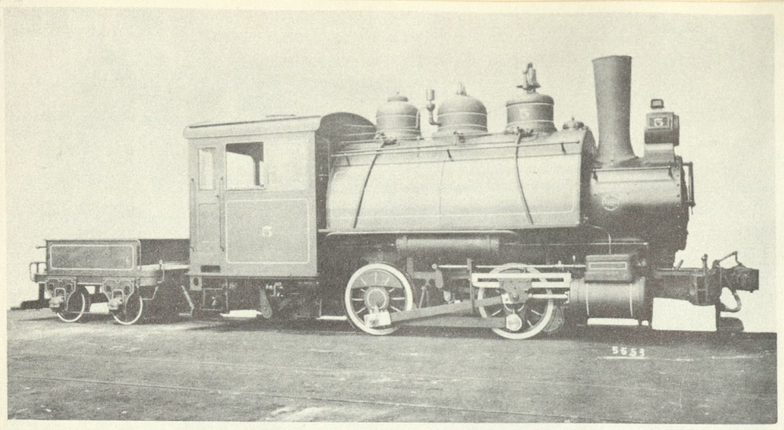
Ex Crane #2 BLW 1912 c/n 37758, to
L&NE #201 in 1914, then
LC&N in 1934





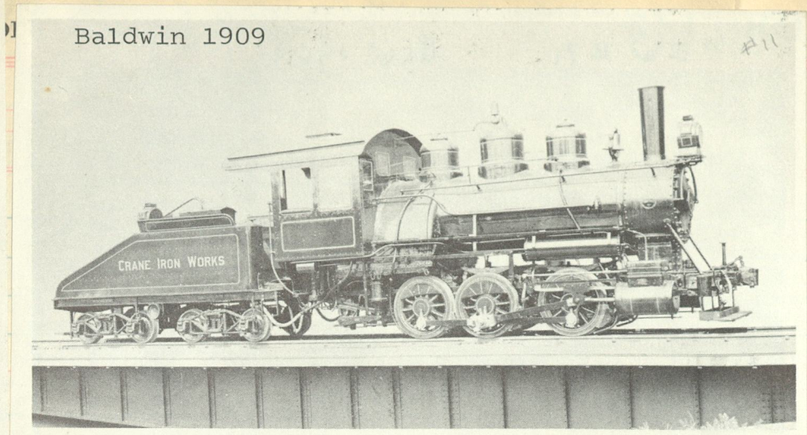
Richard M. Hanschka Collection

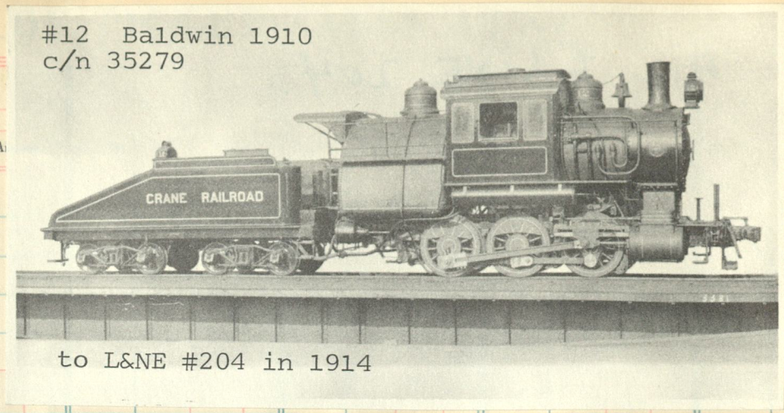
New York, Ontario and Western Railway Company's station at Campbell Hall, New York, 1890. Pennsylvania, Poughkeepsie and Boston Railroad Company's freight trains terminated in Central New England and Western Railroad Company's yard located behind and to the right of the structure.

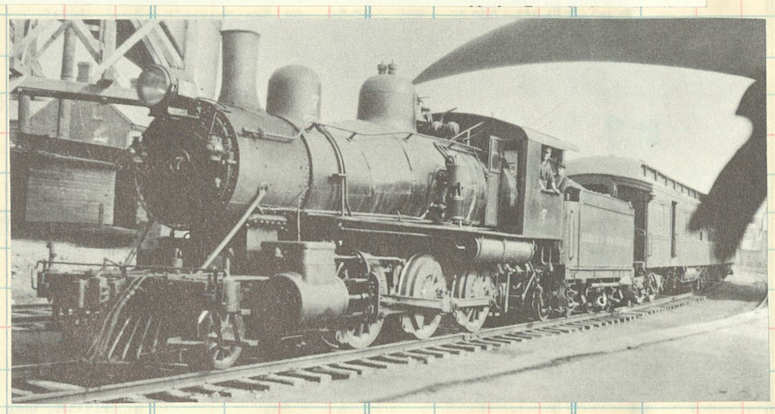


H. L. Broadbelt Collection

Standard gauge saddle tanker No. 5 of Crane Iron Works handled light movements within plant confines at Catasauqua, Pennsylvania.

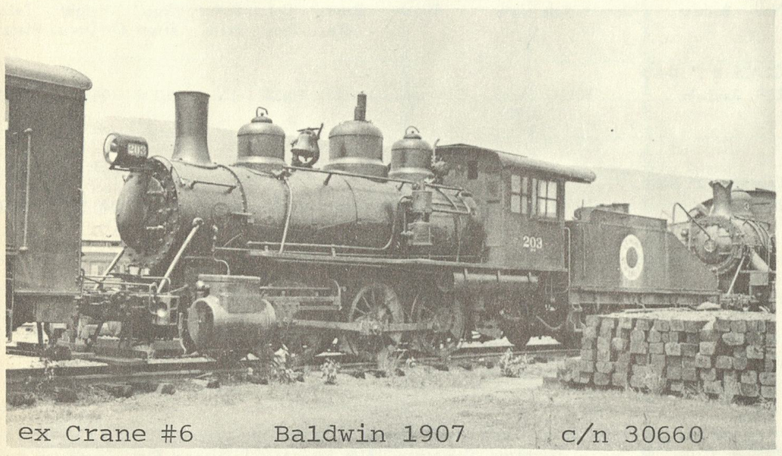






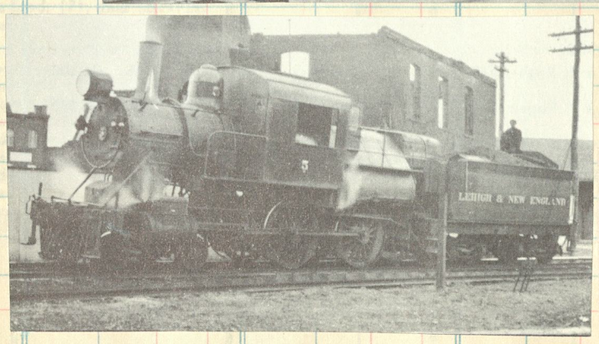
Arthur E. Owen Collection

Combine car No. 753 and passenger coach No. 757 stand in Pen Argyl Yard, October 23, 1936.



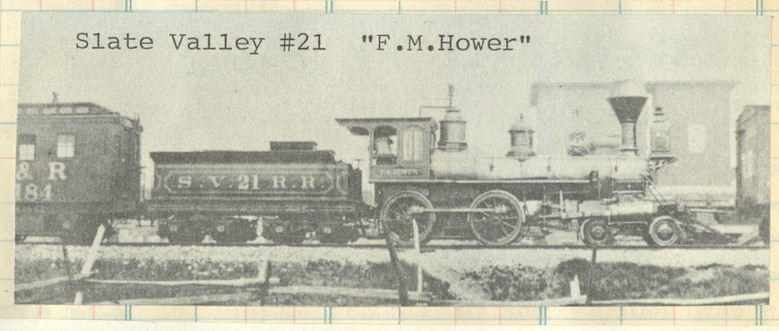
Richard M. Hanschka Collection

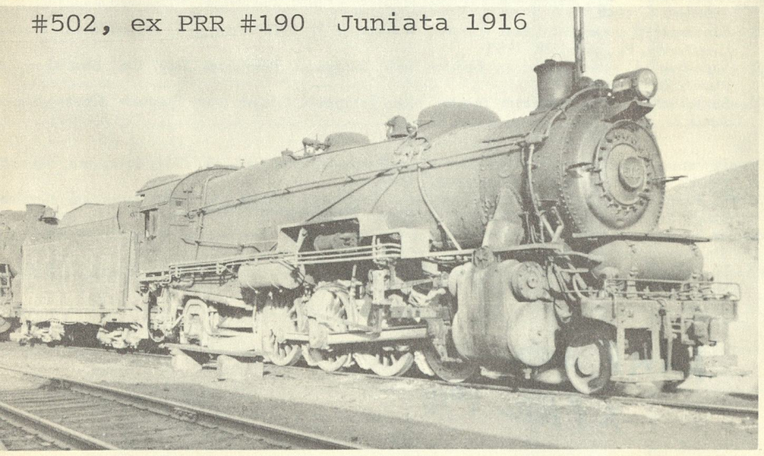
Class B 2, No. 203, stands at Pen Argyl Engine Terminal, July 21, 1933.

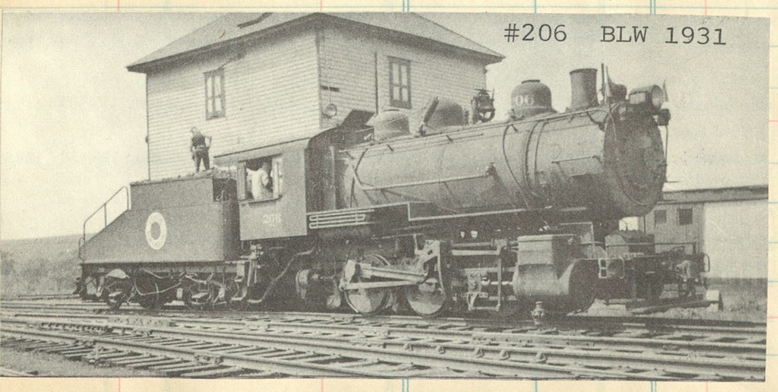


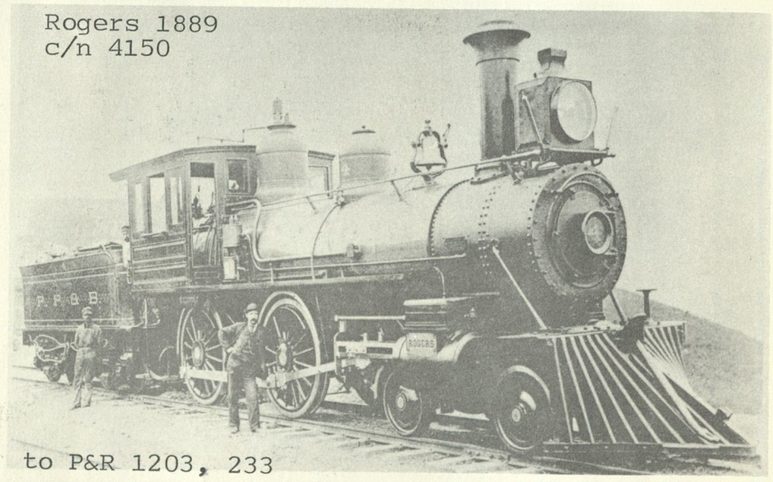
Mogul #7 built by Cooke 1901 c/n 2708

← #5, former nos 16, 2. Blt in 1897 by Rogers c/n 5182



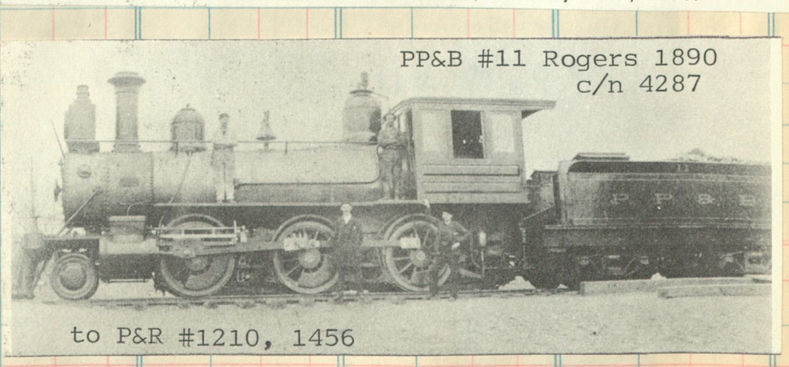




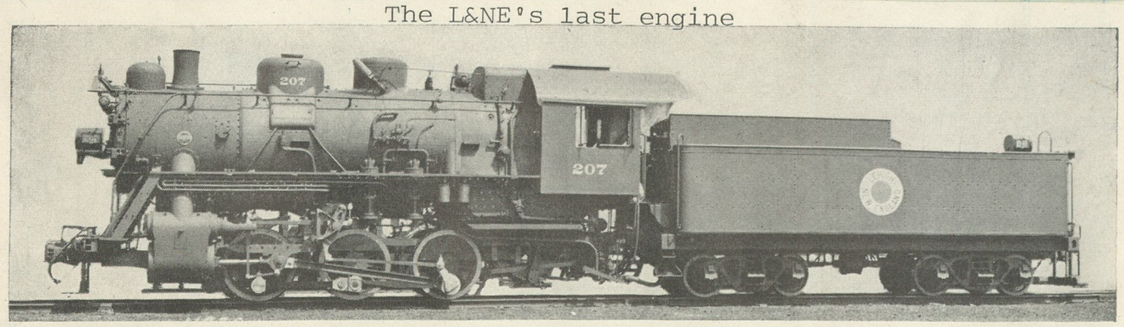


Richard M. Hanschka Collection

Crew members pose with Pennsylvania, Poughkeepsie and Boston Railroad Company's locomotive No. 4, at Pen Argyl, Pennsylvania, 1890.



The L&NE's last engine



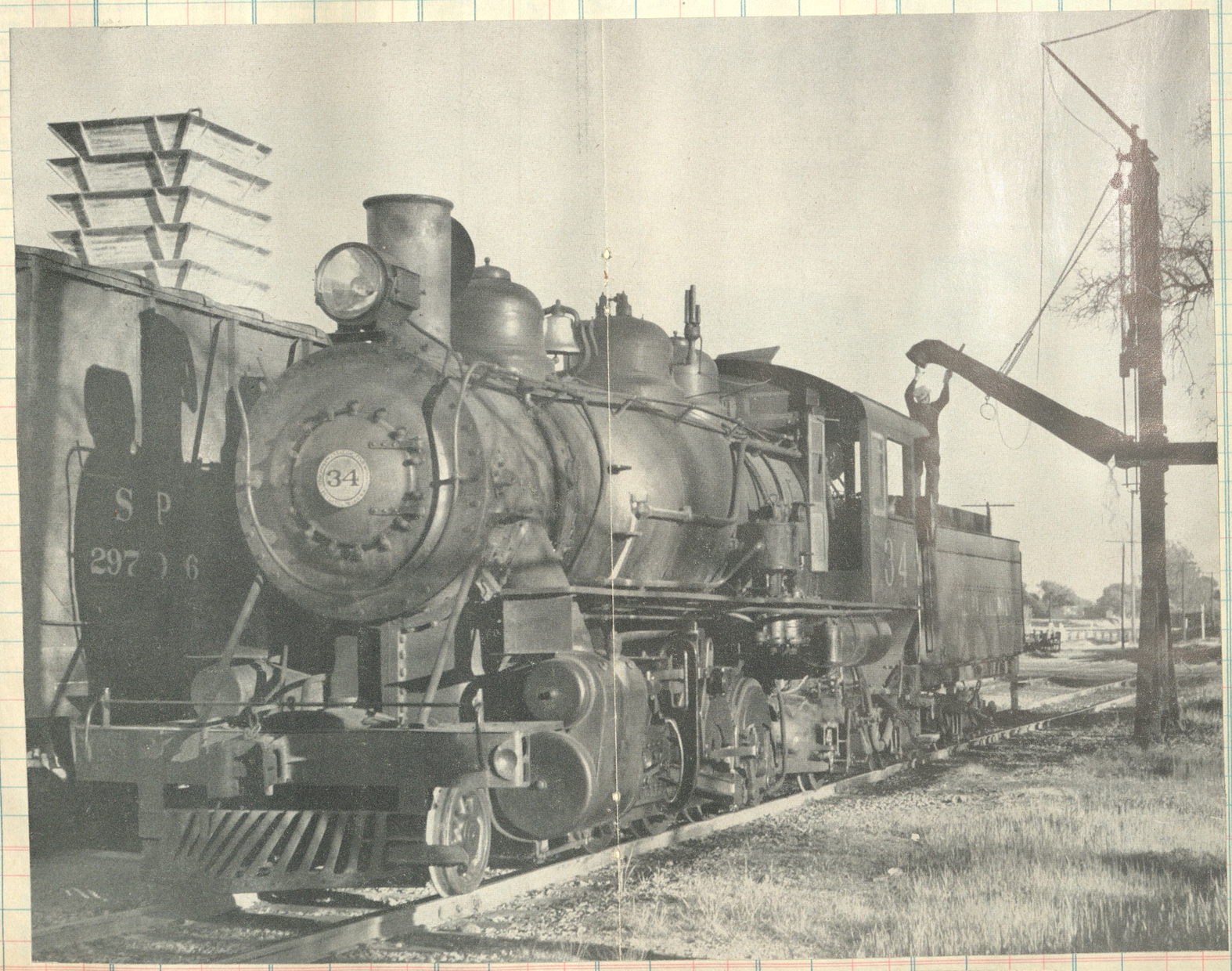
Lehigh & New England 0-6-0 (Six-Wheel) Switching Locomotive, Road Class B-5. Built by The Baldwin Locomotive Works.

c/n 61922 May 1936

Tractive force	44,200 lb.	Fuel	Soft coal
Cylinders, diameter and stroke	21 in. x 28 in.	Grate area	49.2 sq. ft.
Weight on drivers	183,900 lb.	Steam pressure	215 lb.
Drivers, diameter	51 in.	Evaporative heating surface	205 + 1646.6 — 1851.6 sq. ft.
Driving wheel base	11 ft. 0 in.	Superheating surface (Type A)	485 sq. ft.
Weight of tender, loaded	148,760 lb.	Tender capacity	8,000 gal., 10 tons

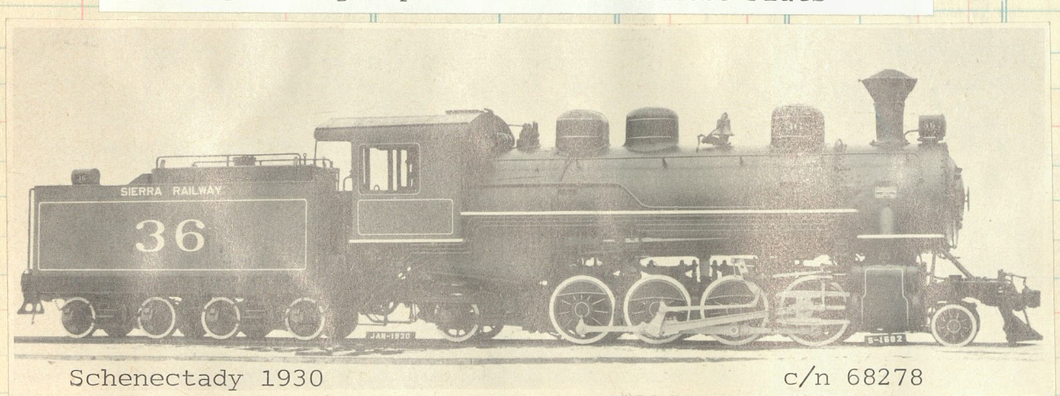
W. M. J., Basking Ridge, N. J.—The PP&B was the old Pennsylvania, Poughkeepsie & Boston, opened about 1890 and bankrupt a year later. It was operated by the Reading until 1893, and then jointly by the Lehigh Valley and the NYS&W. In 1895 it became the Lehigh & New England.

SIERRA RAILROAD

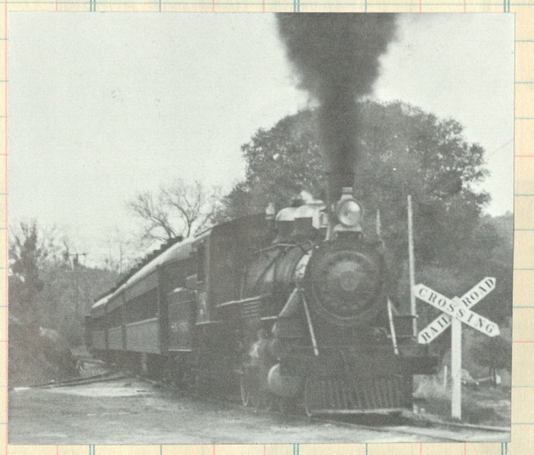


Built for working the tough Sierra grades, this stalwart little Mike constructed by Baldwin in 1925 [c/n 58679], came equipped with 46" drivers. Top photo taken at Cooperstown in April 1962 while still in regular revenue service. In the lower she gets a drink at Oakdale 1949.

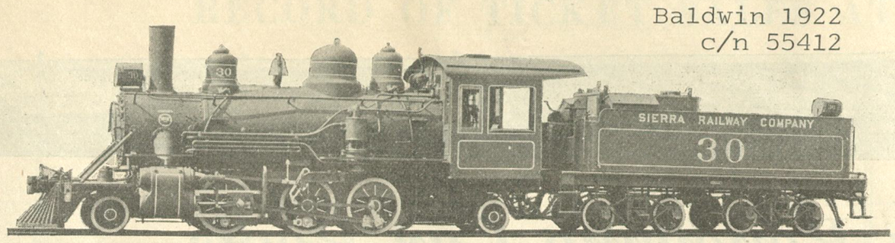
The 36 gets assistance from a mid train helper in getting tonnage up the hill at Chinese Flats



Schenectady 1930 c/n 68278



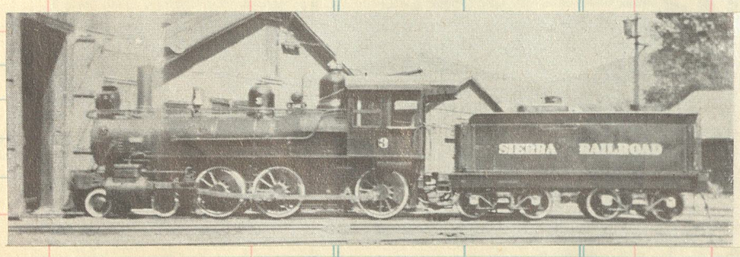
Baldwin 1922
c/n 55412

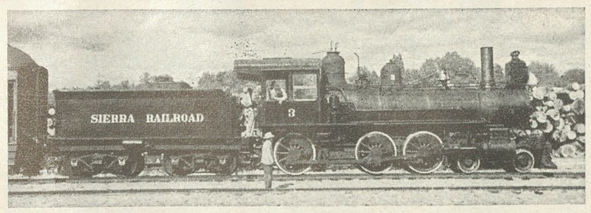


Sold to Howard Terminal #6 in 1937--Rebl t as 2-6-2T

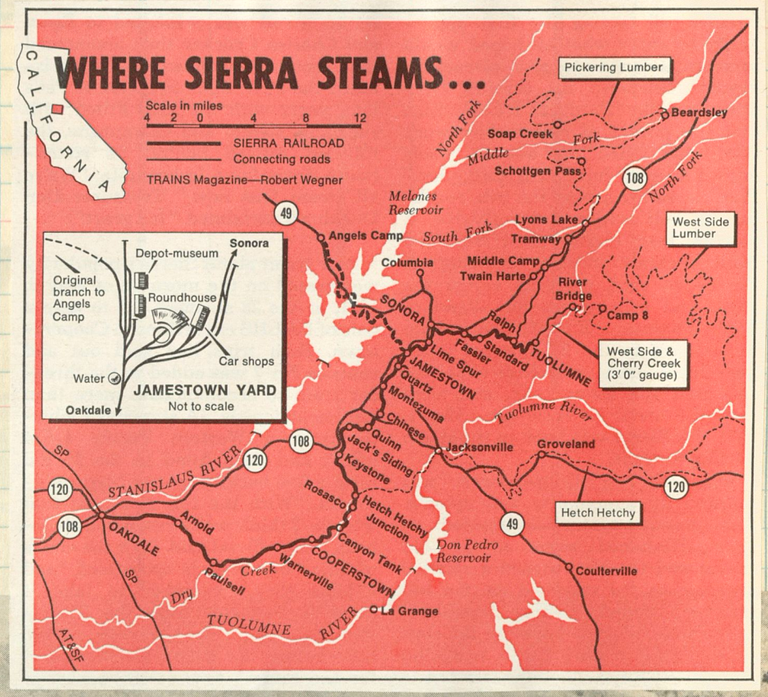
Baldwin 1923
c/n 57010

Sold in 1940 to Tidewater Southern #32, then #132

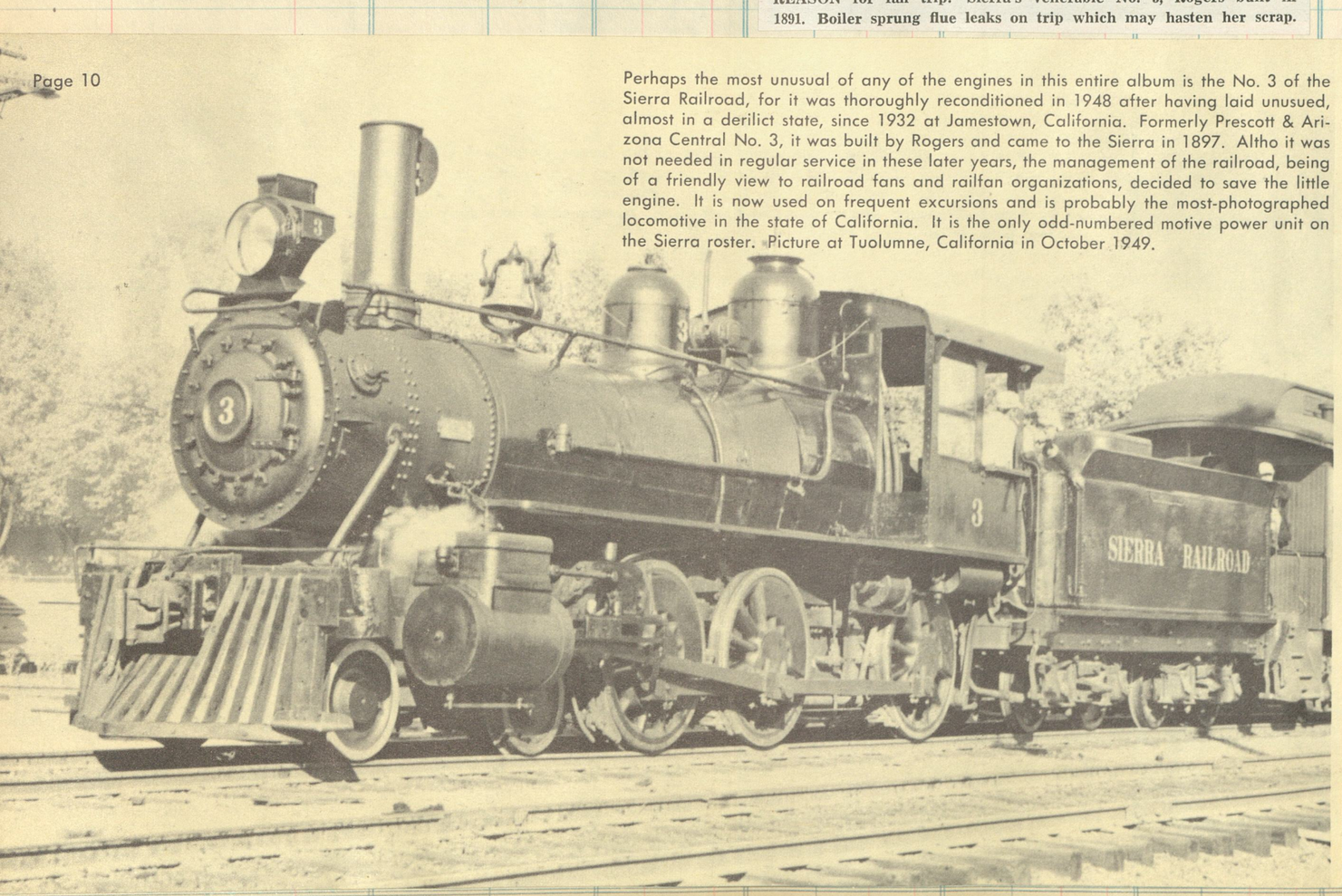


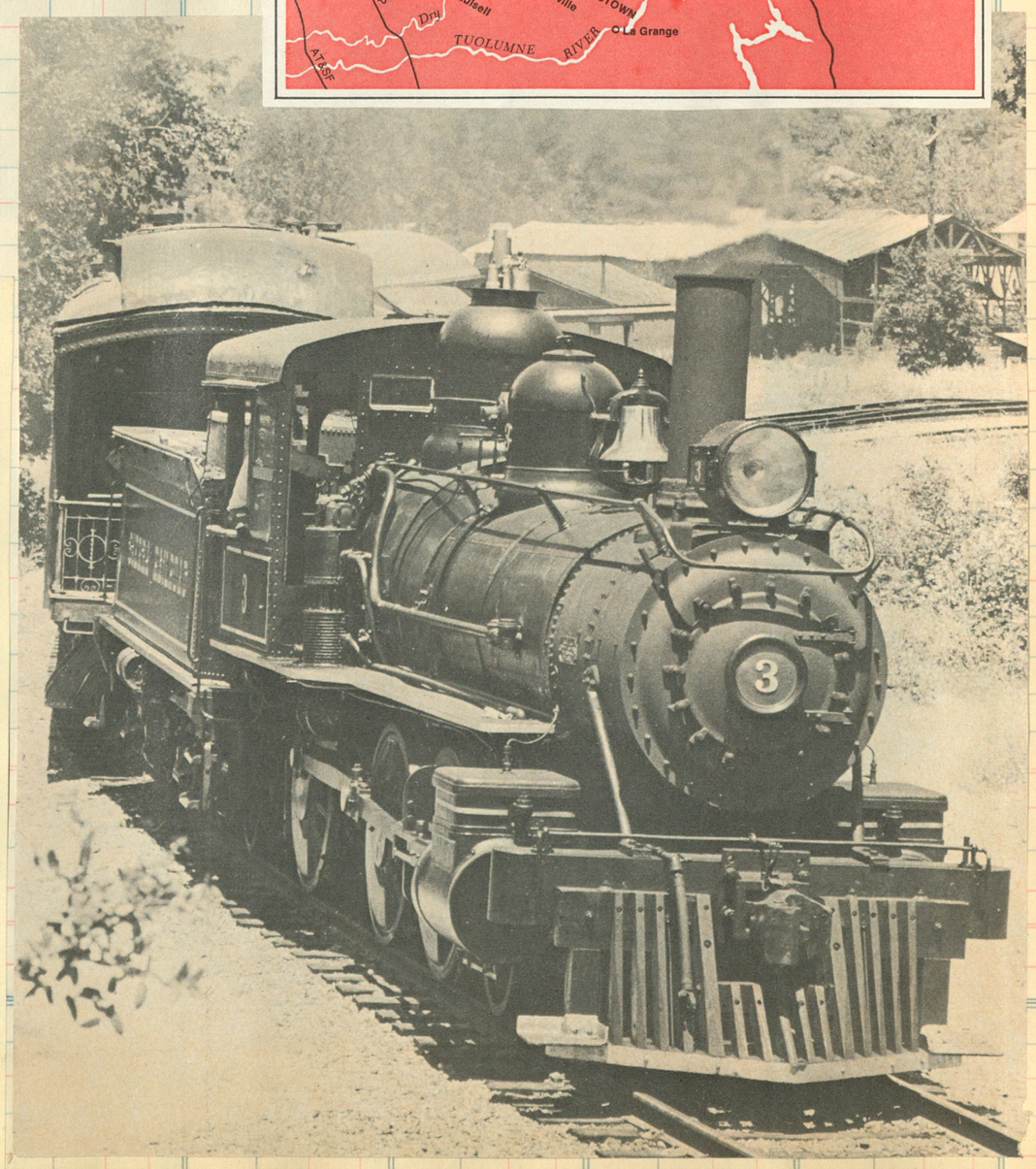


REASON for fan trip: Sierra's venerable No. 3, Rogers built in 1891. Boiler sprung flue leaks on trip which may hasten her scrap.



Perhaps the most unusual of any of the engines in this entire album is the No. 3 of the Sierra Railroad, for it was thoroughly reconditioned in 1948 after having laid unusued, almost in a derilict state, since 1932 at Jamestown, California. Formerly Prescott & Arizona Central No. 3, it was built by Rogers and came to the Sierra in 1897. Altho it was not needed in regular service in these later years, the management of the railroad, being of a friendly view to railroad fans and railfan organizations, decided to save the little engine. It is now used on frequent excursions and is probably the most-photographed locomotive in the state of California. It is the only odd-numbered motive power unit on the Sierra roster. Picture at Tuolumne, California in October 1949.



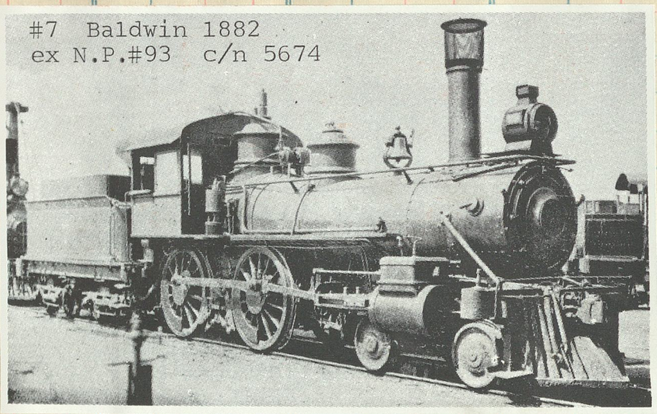


#18

Clos. No. | Sol

The morning westbound passenger headed by engine 6 about a mile west of Sonora near Lime Spur in photo

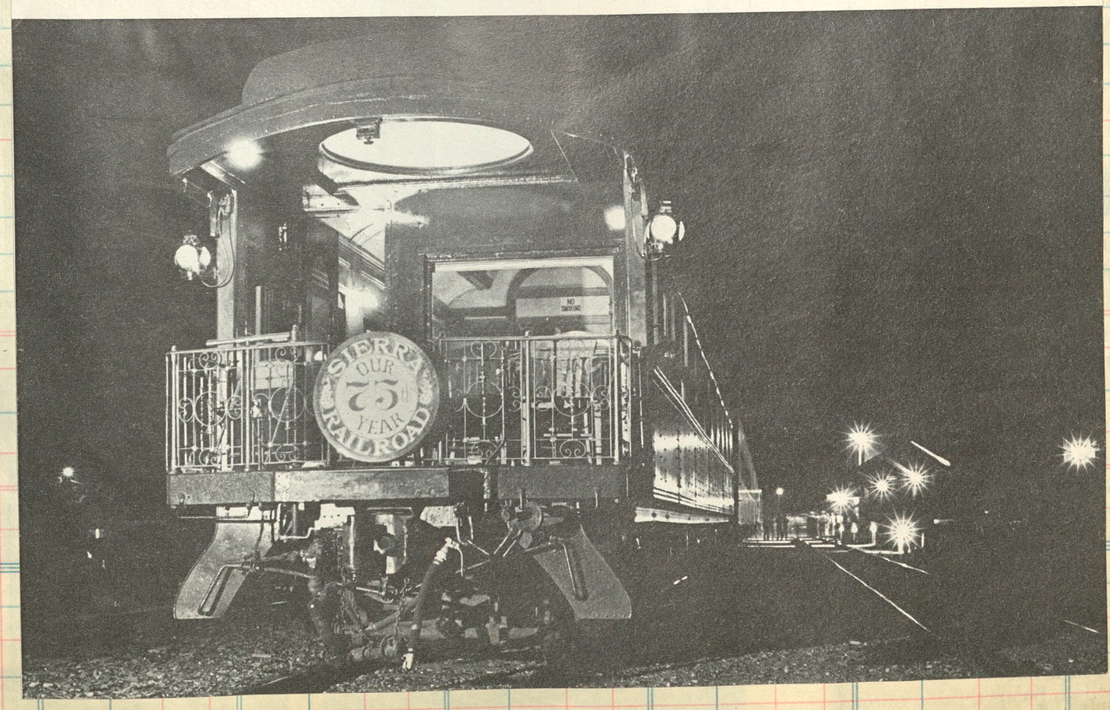
#7 Baldwin 1882
ex N.P.#93 c/n 5674



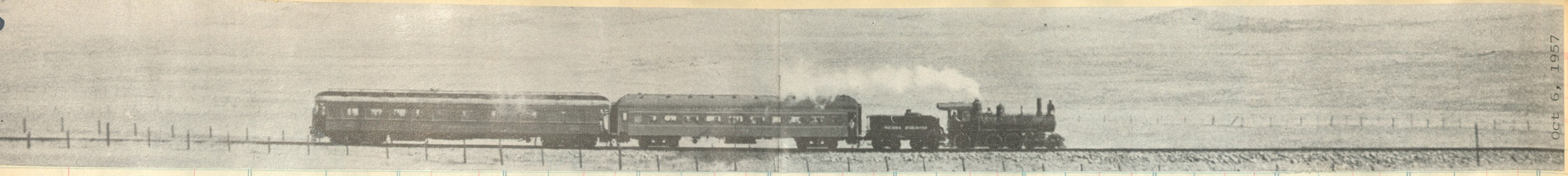
Extra 28 east (2-8-0 Baldwin 1922 c/n 55246) climbing the hill east of Sonora.

#28 wheels an excursion across Turnback Creek

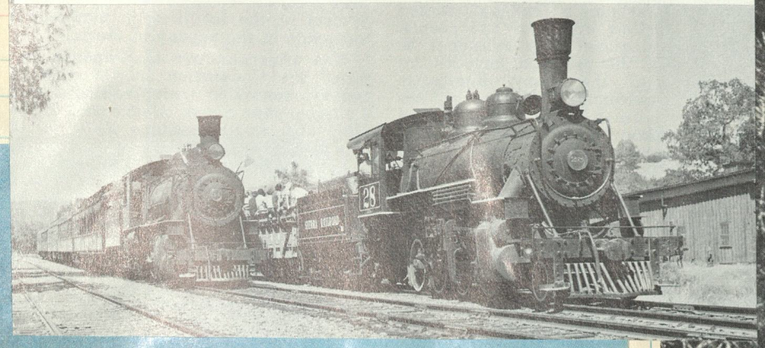
EAT your heart out, Amtrak. This is what brought up the markers on the Supper Chief on September 2, 1972: ex-Overland observation 2901.
Ted Benson.

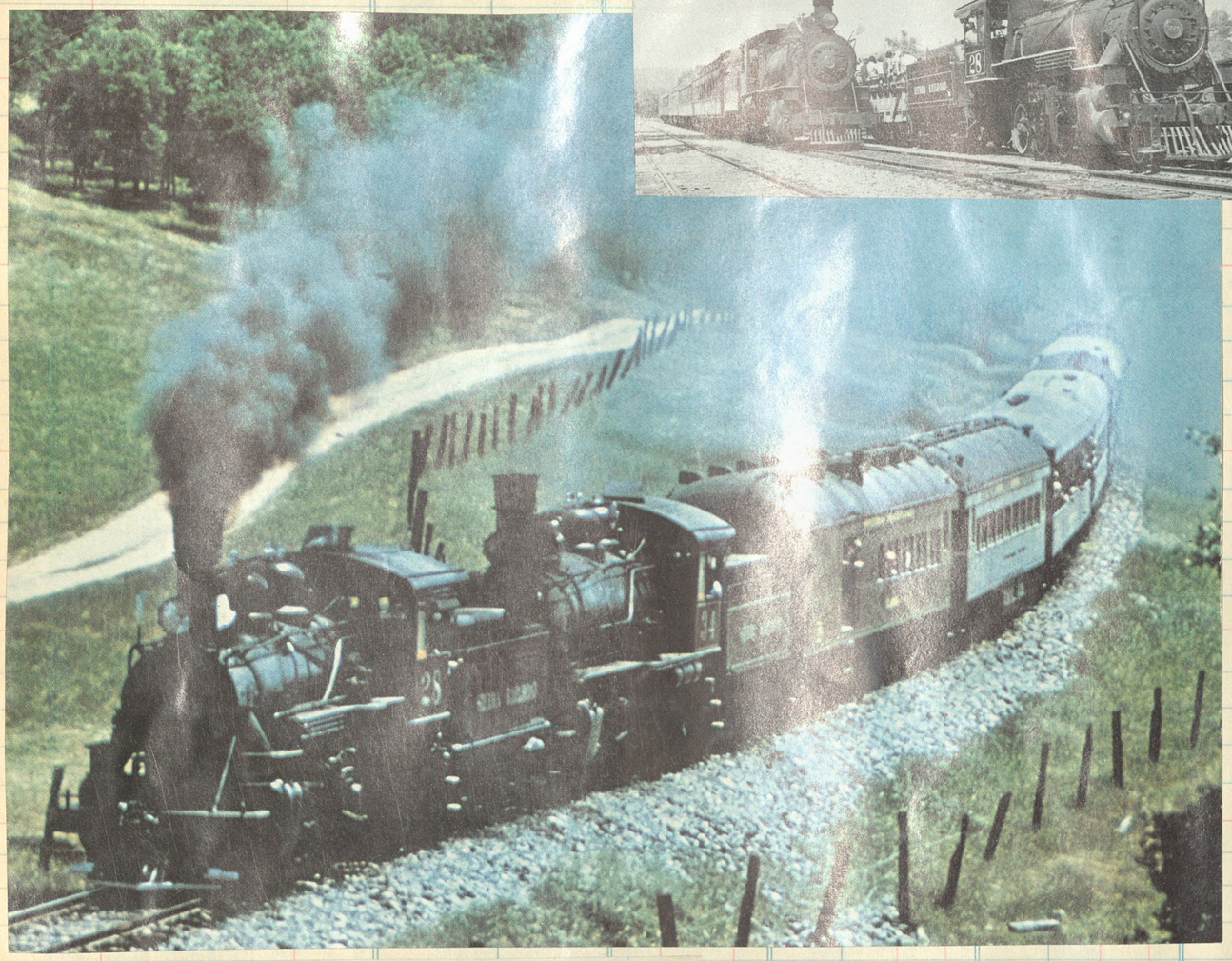


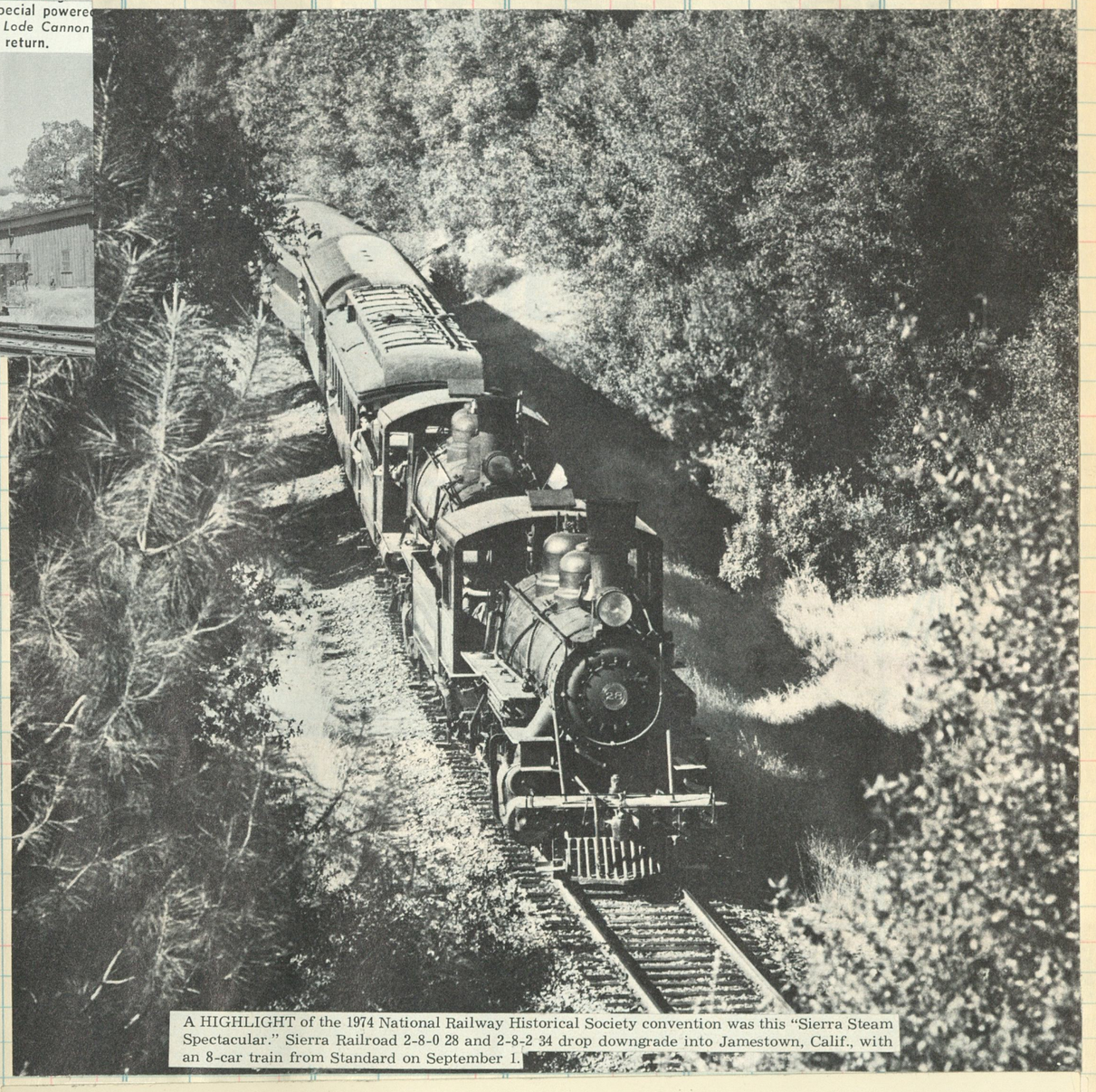
Oct 6, 1957



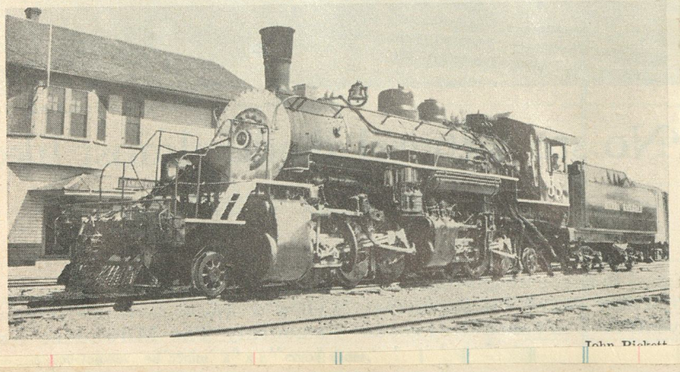
Below, after lunch the NRHS special powered by 2-8-2 34 was combined with the Sierra's regular excursion train, *The Mother Lode Cannonball*, headed by 2-8-0 28 to doublehead from Jamestown to Standard and return.





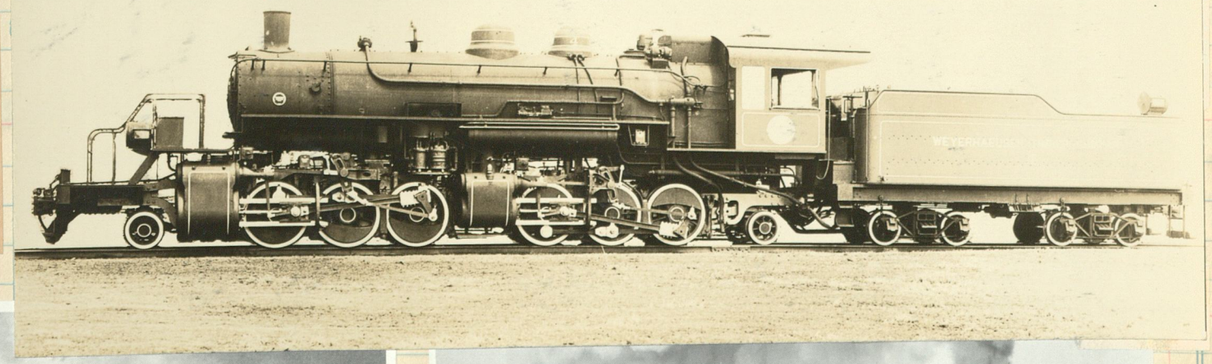


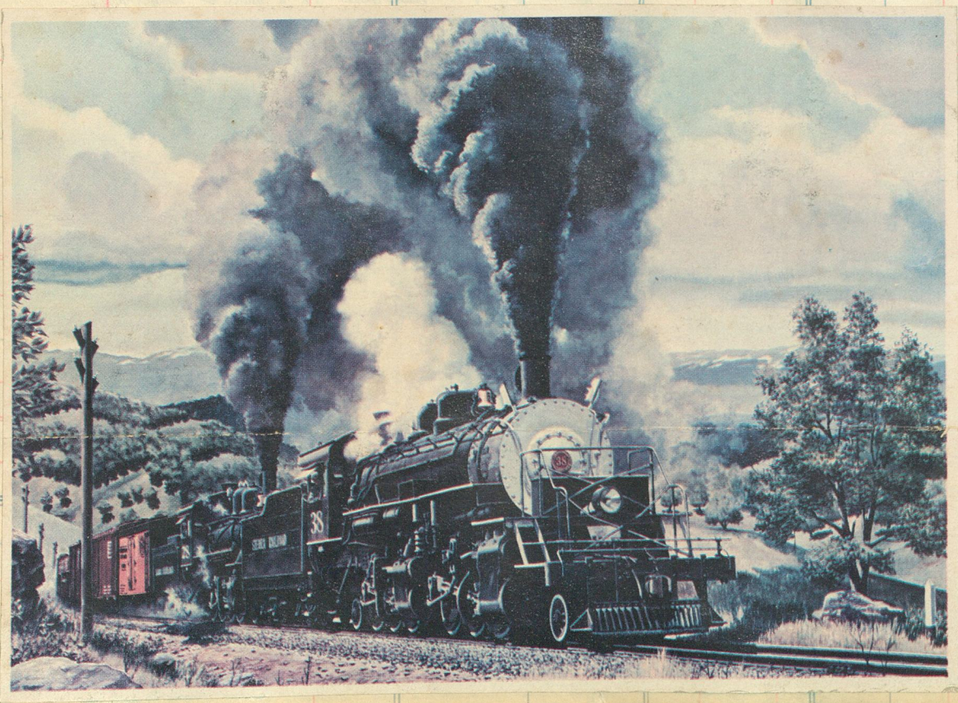
A HIGHLIGHT of the 1974 National Railway Historical Society convention was this "Sierra Steam Spectacular." Sierra Railroad 2-8-0 28 and 2-8-2 34 drop downgrade into Jamestown, Calif., with an 8-car train from Standard on September 1.



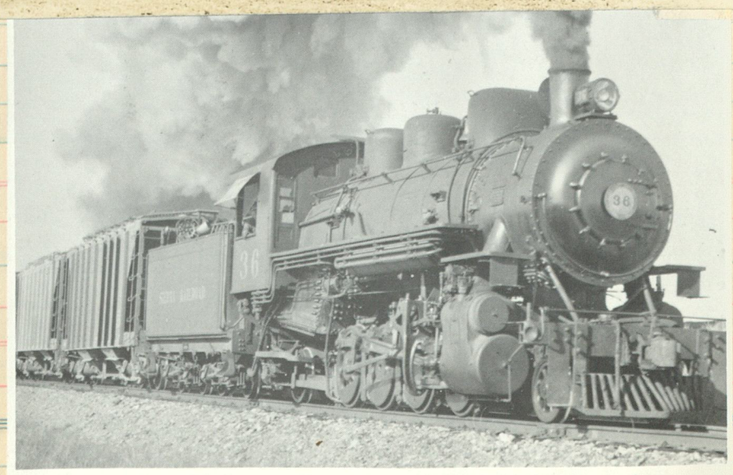
John Pickett

Weyerhaeuser 2-6-6-2 #4 ran out her years as a Northwest logger. Built by Baldwin 1934 c/n 61781. Sold in 1952 to Sierra and renoed 38. In 1959 went to Rayonier at their Grays Harbor operation. Retired 1968 and now on static display at Crane Creek





FAREWELL TO STEAM EXCURSION of April 17, 1955 as engines 38 and 28 Doublehead the "last long train" sponsored by the R&LHS Pacific Coast Chapter.

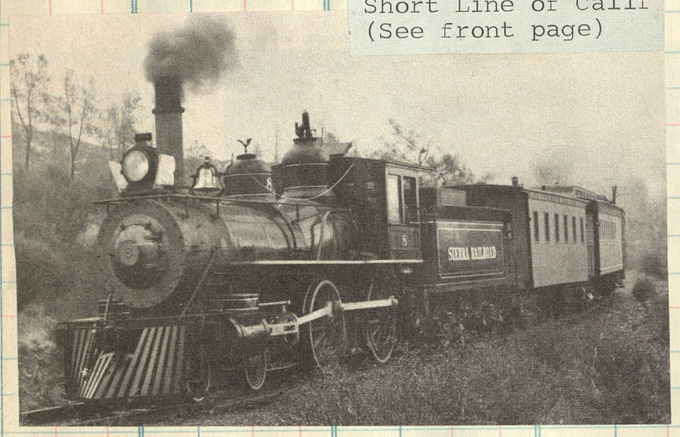


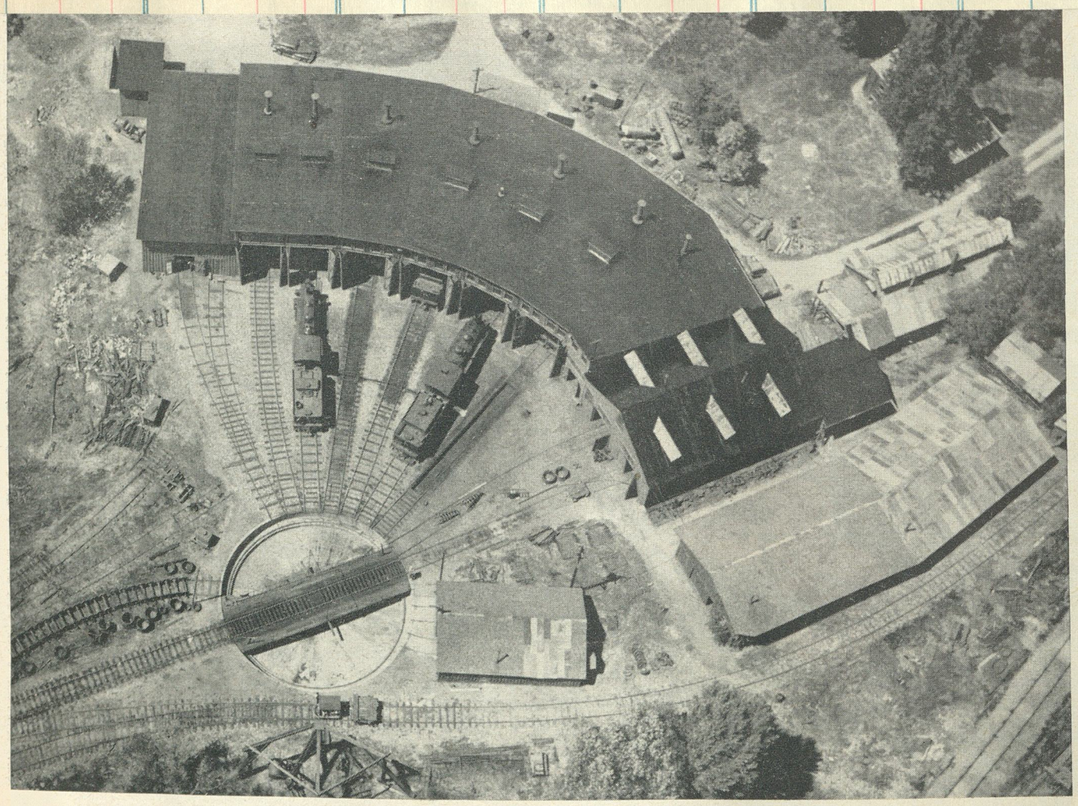
Sierra Railroad mike No. 36 heads a freight near Jamestown on February 19, 1955

Clos. No.	Sold	Amount

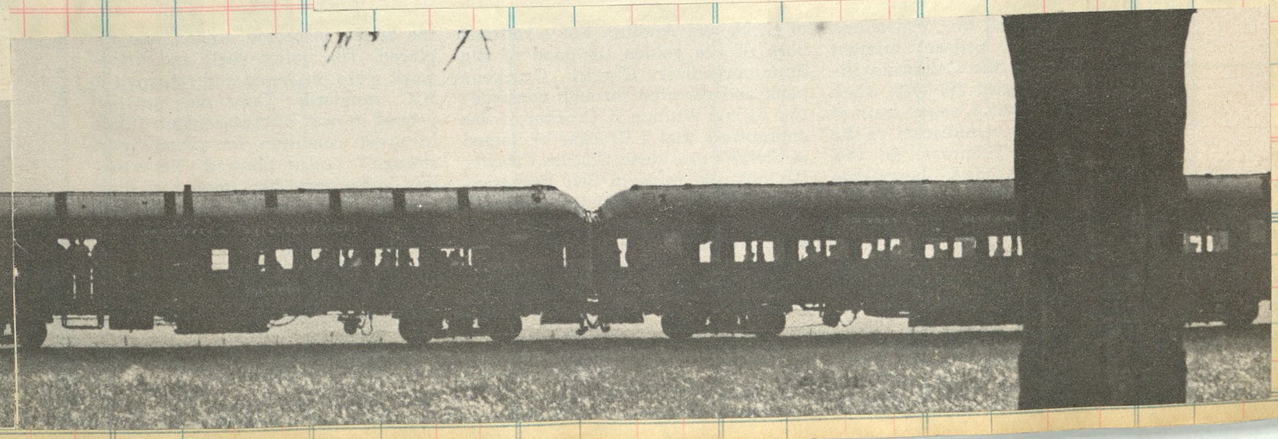
2-8-0 #24, ex Nevada Copper Belt #3, Baldwin 1912 [c/n 39577] purc 1921

Short Line of Calif
(See front page)





Little roundhouse for a little railroad: an air view of the Sierra Railroad's engine terminal at Jamestown, Calif., up in the Mother Lode Country. Here is where the short line's Mikes and Consolidations are shopped and serviced. The 57.4-mile lumber carrier's chief claim to fame is the astonishing number of movies which Hollywood has shot on location in its territory. The gamut from Texas rangers to Indians have used its line.



31

Sierra Railroad No. 28 heads across Black Oak Trestle near Tuolumne, Calif., on a 3-percent grade, with excursion.

Robert Field,
107 Stanyan St.,
San Francisco 18, Calif.

The Sonora Express, looking like a page out of the past, steams along the Sierra Railroad with an excursion

32

New York Cent DETROIT TERMINAL OF TICKET SALES AT

DETROIT TERMINAL RAILROAD CO.

HENRY SHEARER, President, Detroit, Mich.
C. G. BOWKER, Vice-President, "
E. A. WIGREN, Secretary, "
E. W. HOTCHKISS, Treasurer, "
E. B. KENNEDY, Auditor and Asst. Sec'y, "
W. D. TRUMP, General Manager, "
D. G. COHAN, Superintendent, "
W. C. SMITH, Chief Engineer, "
G. R. LOVEJOY, Master Mechanic, "
P. A. MADDOCK, Car Accountant, "

Operating belt line and business producing tracks in the City of Detroit and Highland Park, Michigan.

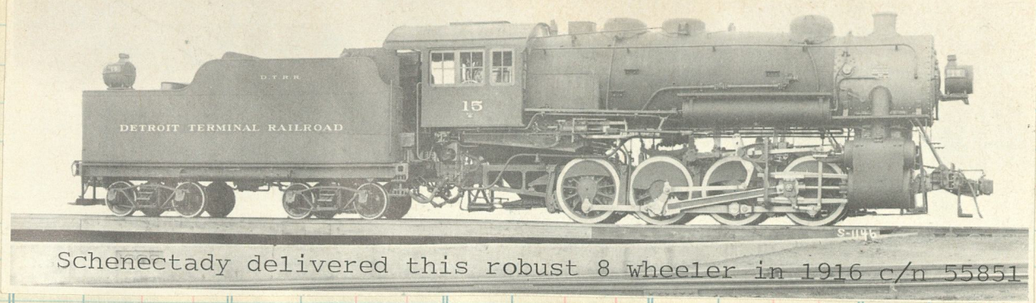
MILEAGE

Main Line	17.996 Miles	Team Tracks	8.368 Miles
Industrial Siding	71.940 "	Passing Tracks	19.210 "
Yard Tracks	56.730 "	Total	169.304 Miles

Connecting with Michigan Central R.R., New York Central R.R., Grand Trunk Ry., Pere Marquette Ry., Wabash Ry., Pennsylvania R.R. and Detroit, Toledo & Ironton R.R.

Property jointly owned by Grand Trunk Ry., Michigan Central R.R. and New York Central R.R. *November*, 1933.

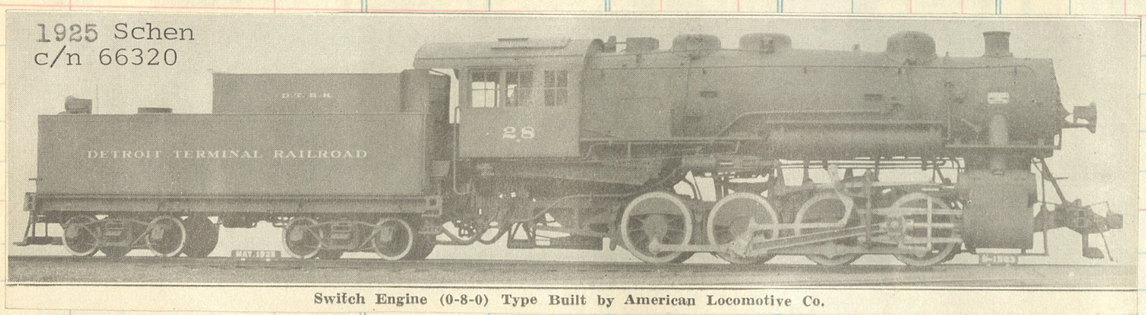
Clos. No.	Sold	Amount



Schenectady delivered this robust 8 wheeler in 1916 c/n 55851

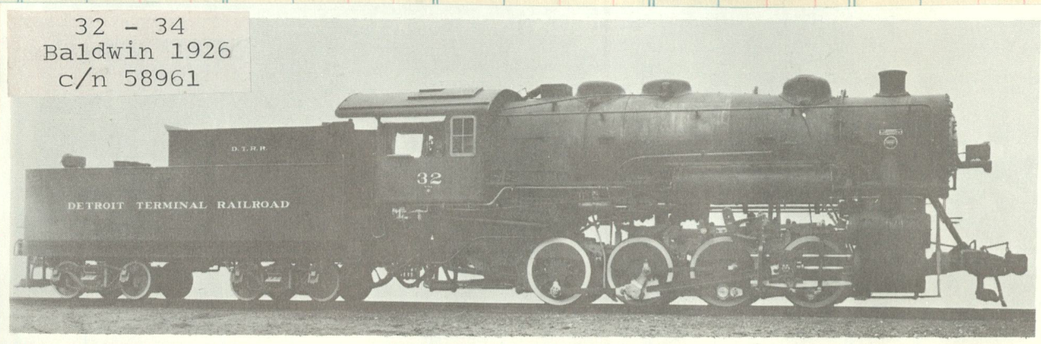
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

1925 Schen
c/n 66320



Switch Engine (0-8-0) Type Built by American Locomotive Co.

32 - 34
Baldwin 1926
c/n 58961



AROOSTOOK VALLEY RAILROAD COMPANY.

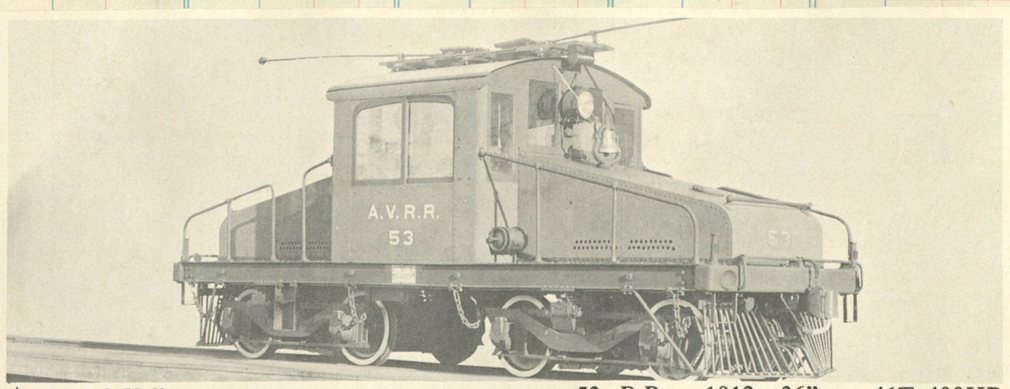
GENERAL OFFICERS.

A. R. GOULD, President.....Presque Isle, Me. | H. N. CRANDALL, Treasurer, General Manager and General Freight and Passenger Agent.....Presque Isle, Me.
L. E. GOULD, Vice-President.....

GENERAL OFFICES, PRESQUE ISLE, ME.

Miles of road operated, 31.99. Gauge, 4 ft. 8½ in. Locomotives, 2. Limit of load allowed to pass over this line, in excess of marked capacity, 10 per cent.

Baldwin-Westinghouse 60-Ton Electric Locomotive for Aroostook Valley R. R. 1925



Aroostook Valley 53 B-B 1912 36" 41T 400HP

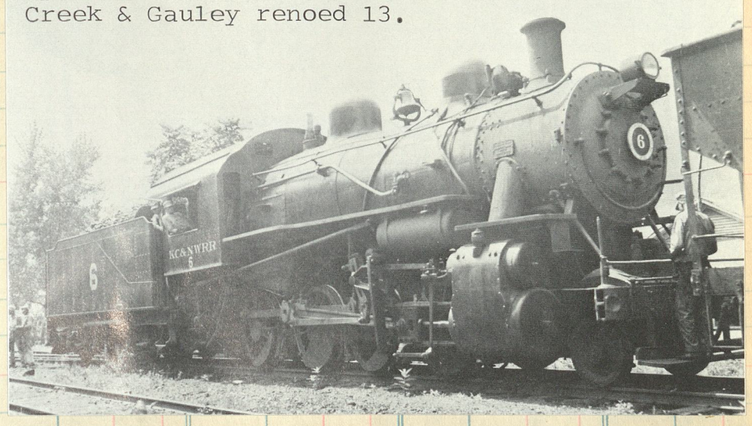
NYCS
A P A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

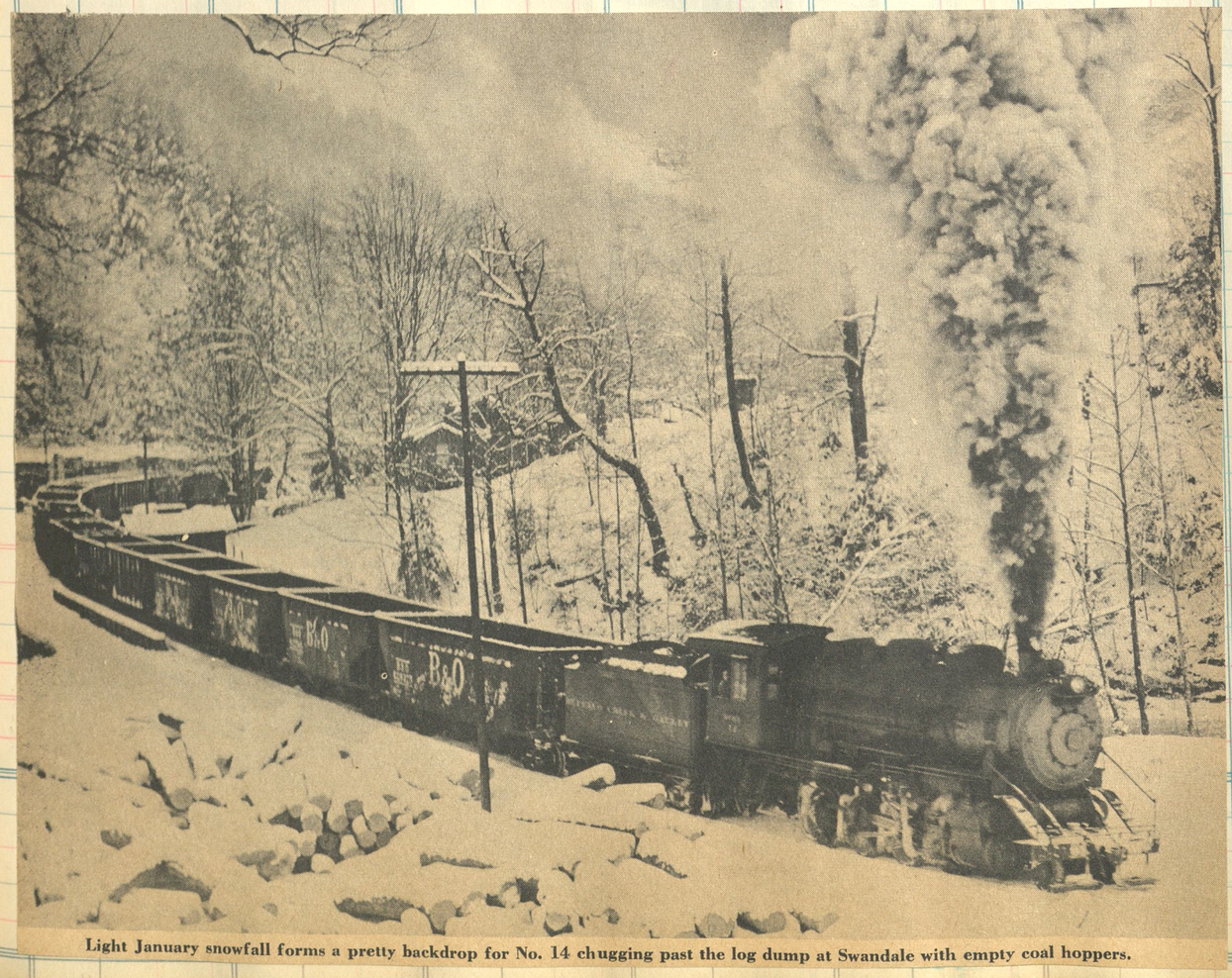
CUT HERE To Make Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Kelley's Creek & North Western # 6, 2-8-0, blt by Brooks [c/n 61579] in 1920. sold to Buffalo Creek & Gauley renoed 13.

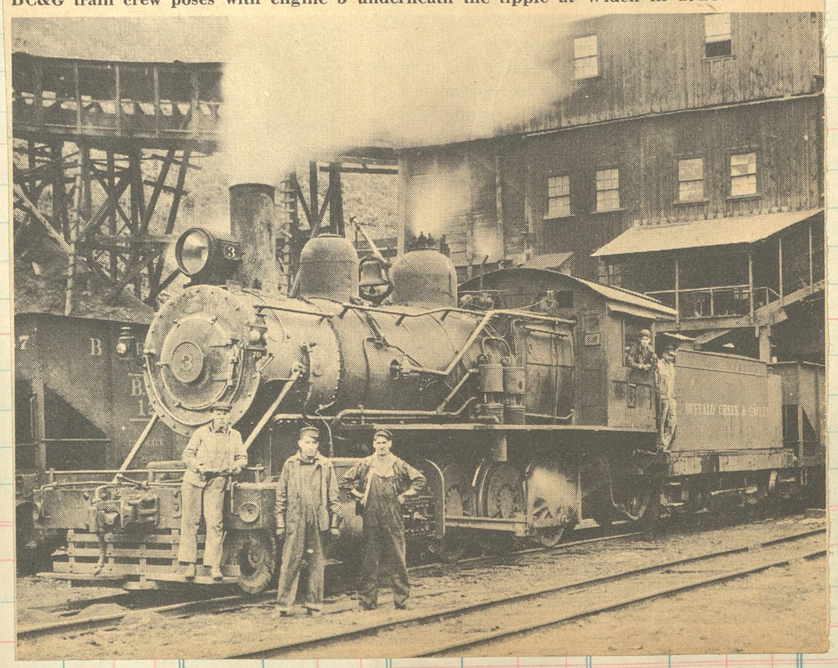


Eng 13, a 2-8-0, winds out of Dundon, W.Va. with ninety empty hoppers for the mines at Widen. #13 was ordered from Brooks in 1920 [c/n 61579] by the Valley Coal Co for its Kelley's Creek & North Western noed #6. Sold to Midwest Steel Corp and in 1954 went to BC&G #13.



Light January snowfall forms a pretty backdrop for No. 14 chugging past the log dump at Swandale with empty coal hoppers.

BC&G train crew poses with engine 3 underneath the tipple at Widen in 1926.



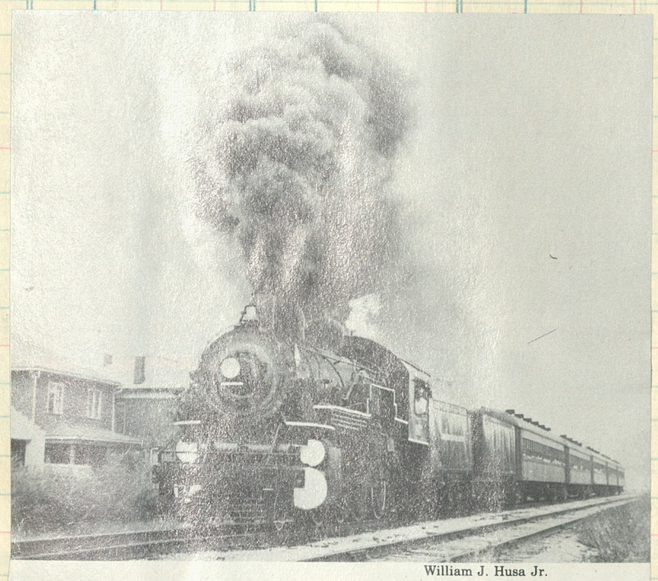
#14 built at Schenectady 1918 c/n 59309 as 0-8-0 "Liberty" for ALCO at the Schen plant. Sold to Valley Camp Coal Co., reblt as 2-8-0 and noed #1 on Kelley's Creek & North Western. Came to BC&G as #14 in 1954

34

SELLER
DATE
FORM | DESTINATION | Amt.

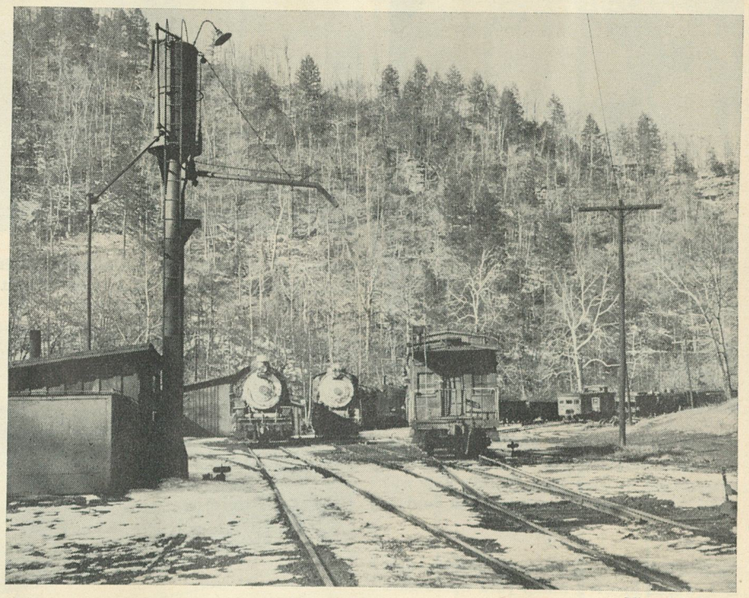
d | Amount | Clos. No. | Sold | Amount

Art Wardlow



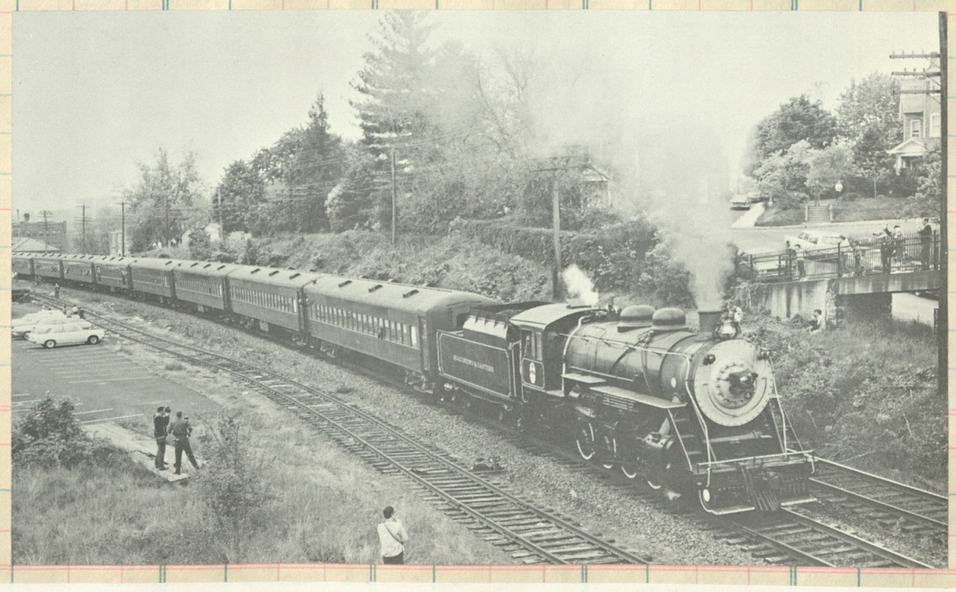
William J. Husa Jr.

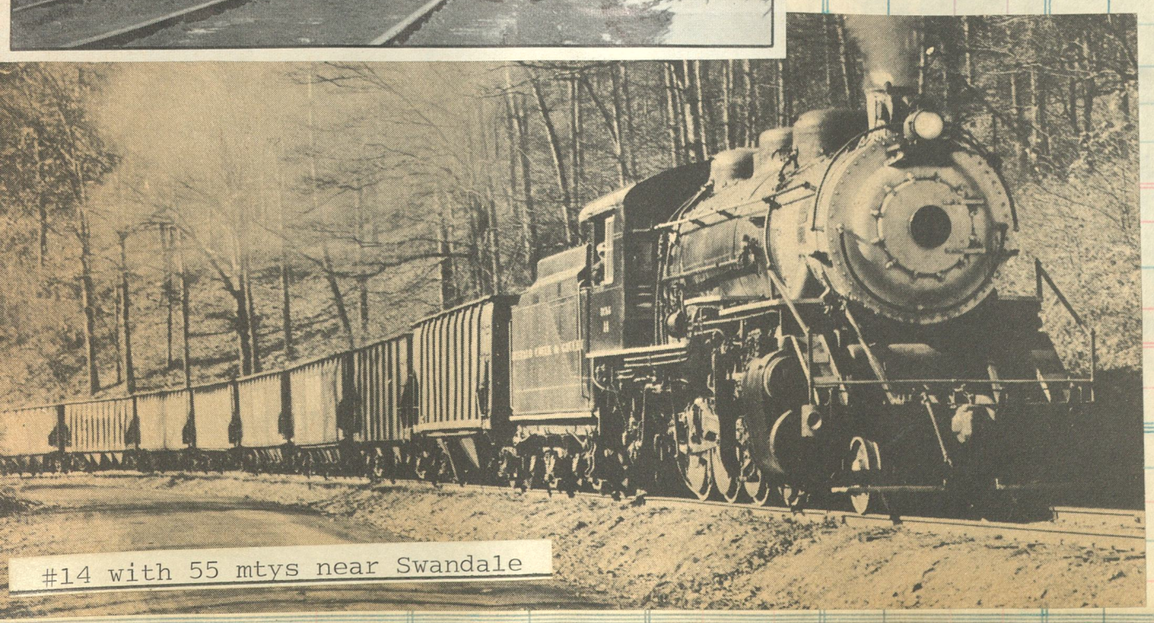
FEATURE of Iron Horse Festival at Logansport, Ind., July 25, 1981, was "Lakeshore Central System" 2-8-0 1977 pulling ex-RI coaches to France Park. Preserved by an Elkhart, Ind., group, the 1920 Alco (Brooks) became famous as Buffalo Creek & Gauley 13.



Michael J. Dunn.

SILENCE had descended upon the West Virginia hills around Dundon when Photographer Michael Dunn caught equipment of Buffalo Creek & Gauley [pages 17 and 46] congregated at the shops on Sunday, January 5, 1964, shortly after the line's discontinuance.



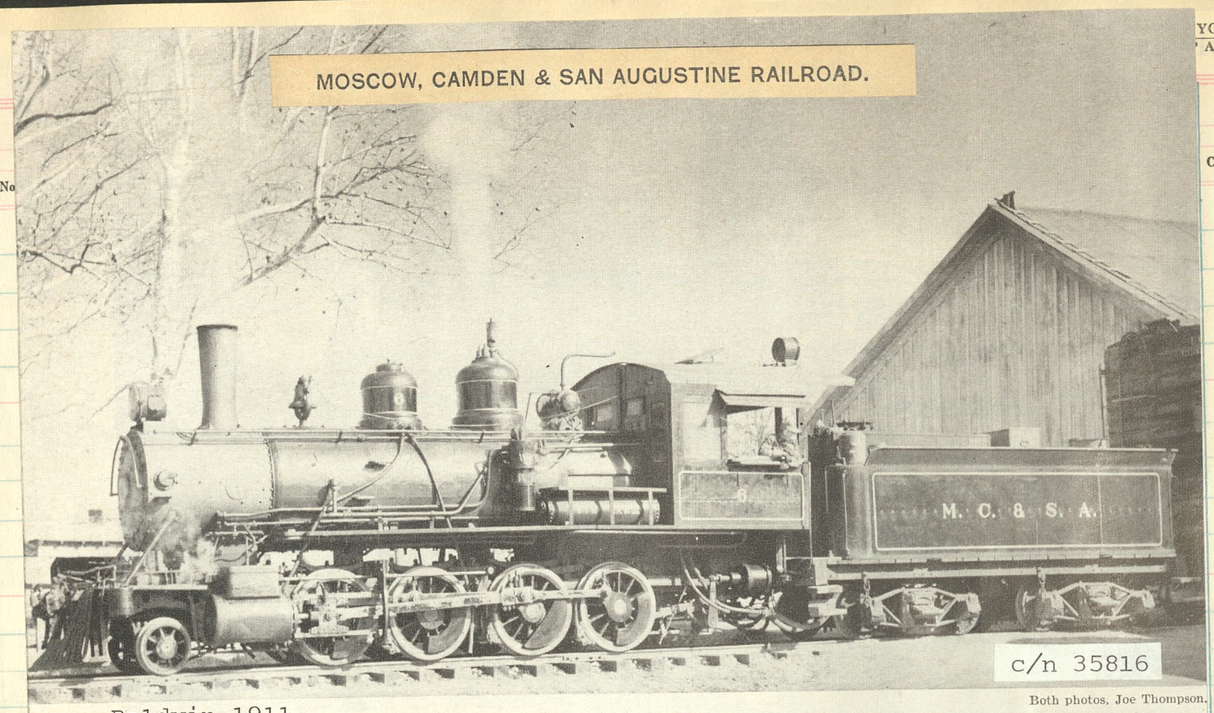


#14 with 55 mtys near Swandale

Quakertown & Eastern #4 [2-8-0] with an excursion in 1966. Built by Baldwin in 1926 as Mexican Ry #200, c/n 59472, but was diverted before delivery to the Buffalo Creek & Gauley as their #4.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No

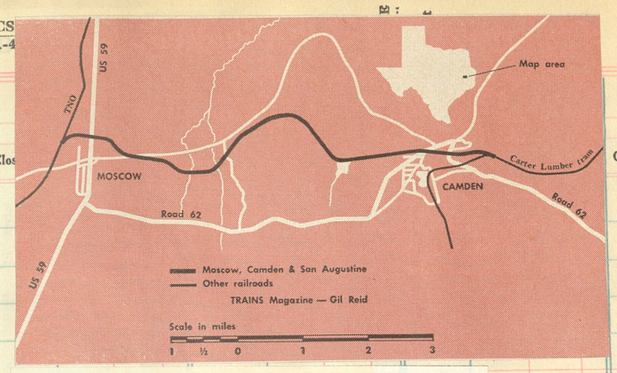
MOSCOW, CAMDEN & SAN AUGUSTINE RAILROAD.



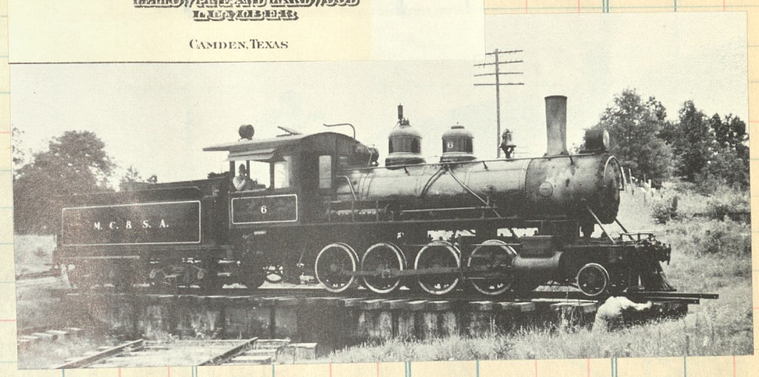
c/n 35816

Baldwin 1911

Both photos, Joe Thompson.



W. T. CARTER & BROTHER
MANUFACTURERS AND WHOLESALERS OF
YELLOW PINE AND HARDWOOD LUMBER
CAMDEN, TEXAS



"PANAMA" Mogul No. 201 of the 60-year-old Moscow, Camden & San Augustine leaves Moscow, Tex., for Camden, 6.8 miles, with an Espee box and a combine of rare vintage.

The 201 was the first of thirty similiar engines built by Cooke in 1906 for the Isthmian Canal Commission (c/n 39092) Purchased 1922 by the Equitable Co. of Penna and shortly sold to the M.C.& S.A.

A pleasant summer day on the Moscow, Camden & San Augustine near Moscow, Texas. The engine is Mikado type No. 14.

Joe R. Thompson

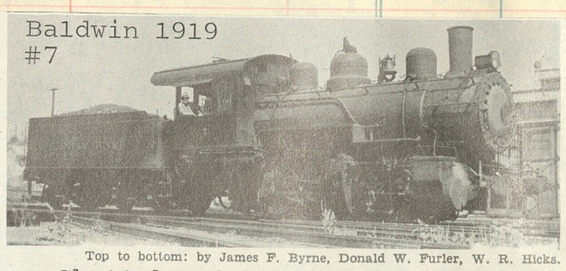
Well-groomed MC&SA Mikado 14 is seen just prior to train time at Camden, Texas. Its tender portrays the name of the line's lumber company owner — W. T. Carter & Brother.

Baldwin
1925
c/n 58413

36

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No. | Clos. No.

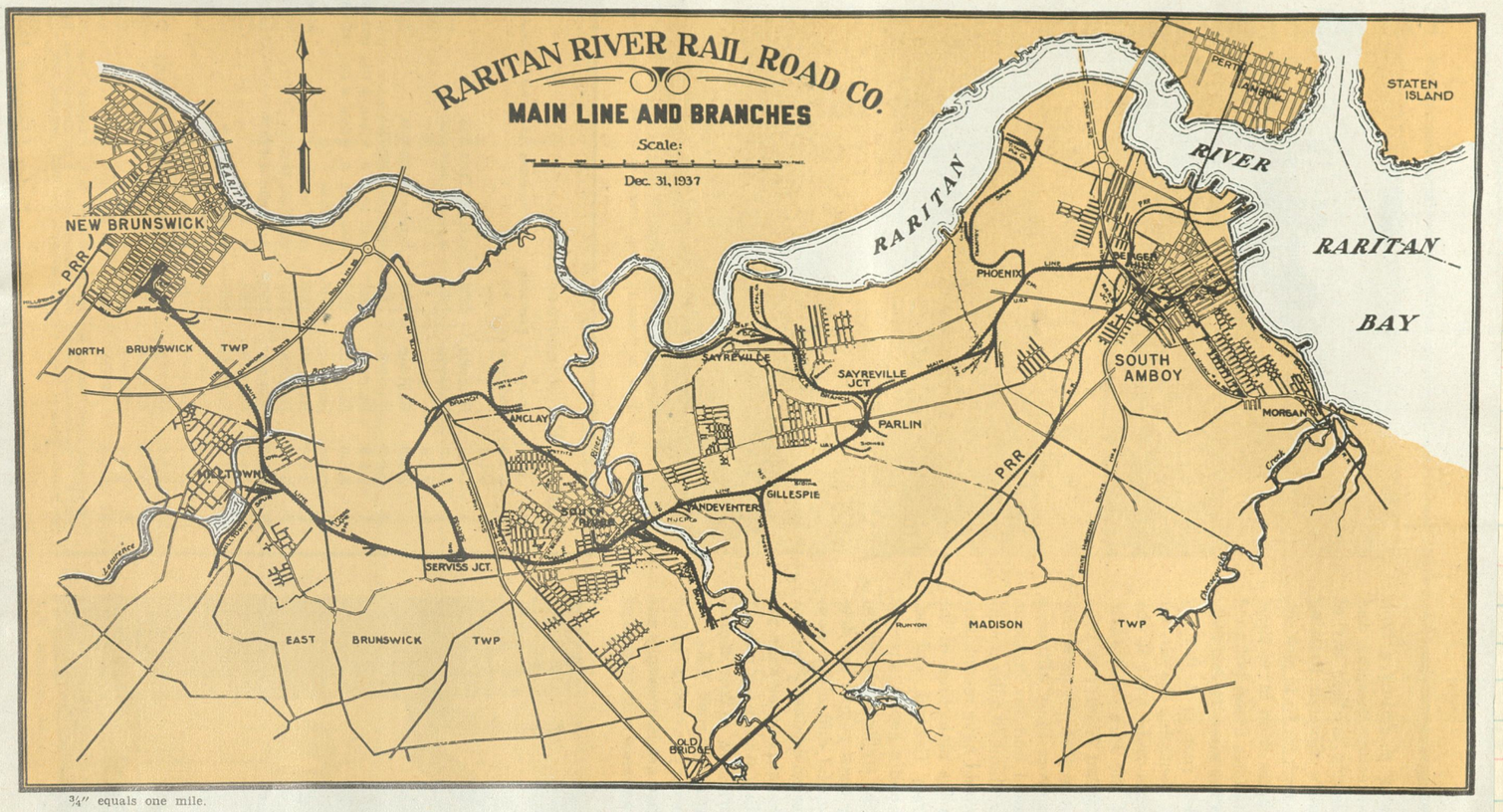
Sold | Amount | Clos. No. | Sold | Amount



Baldwin 1919
#7

Top to bottom: by James F. Byrne, Donald W. Furler, W. R. Hicks.

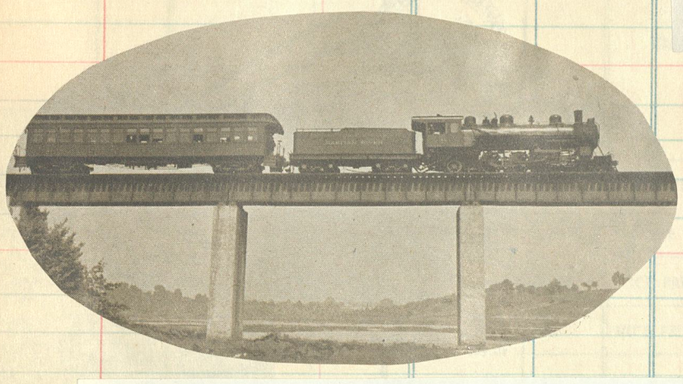
ex Chattahoochee Valley #11

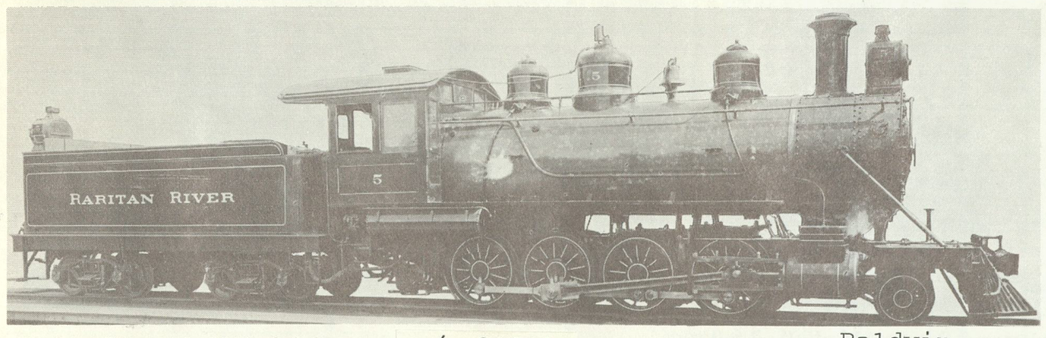


¾″ equals one mile.

Reaches of the Raritan River Railroad.

The Raritan River Railroad is itself like a river with tributaries, ending at a delta where one outlet channel is the interchange track with the New York & Long Branch and the other is with the Pennsy. All outbound traffic flows to these points from the various spurs and sidings spread out between South Amboy and New Brunswick. This region has been industrially important for well over a hundred years. In the early days boats from Philadelphia to New York went up the Delaware River to Trenton and inland via the Delaware & Raritan Canal to reach tidewater at New Brunswick. All this was changed by the building of the Camden & Amboy, now PRR (right side of map).





Raritan River #5, 1910, 2-8-0 type. c/n 34610 Baldwin

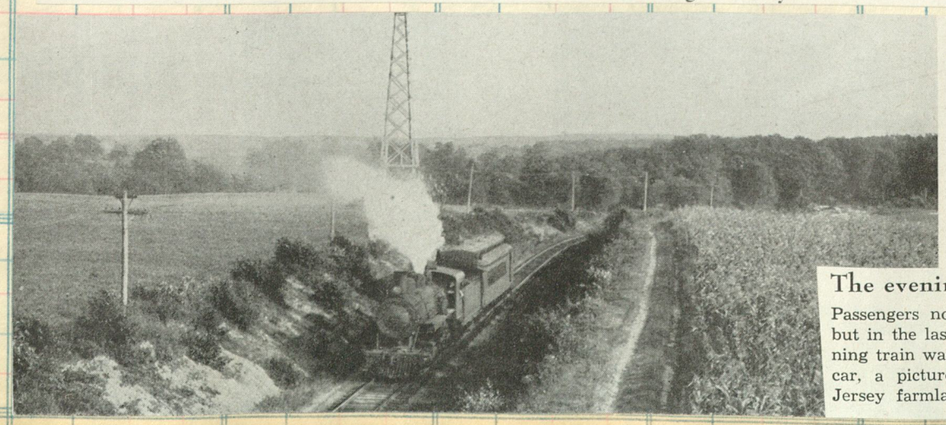
A pusher gives old #5 some help in getting her tonnage over Bergen Hill

Lucius Beebe

#9 2-8-2 Baldwin 1915 c/n 42734

"OH! WHAT A BEAUTIFUL MORNIN'!"

With the frost from the night before still silver on the sixty-pound rails and the Jersey uplands shorn of all but their final leaves, No. 9 whistles boldly for a grade crossing as the engineer notches his throttle for the westward run from the Amboys and Raritan Bay to the sleepy college town of New Brunswick, the western terminal of the line. Oil, lumber, and merchandise are in her mixed freight, and on busy days the Raritan River rolls as many as a hundred cars off the connecting tracks of the New York and Long Branch and the Pennsylvania for distribution along the way.



The evening passenger.

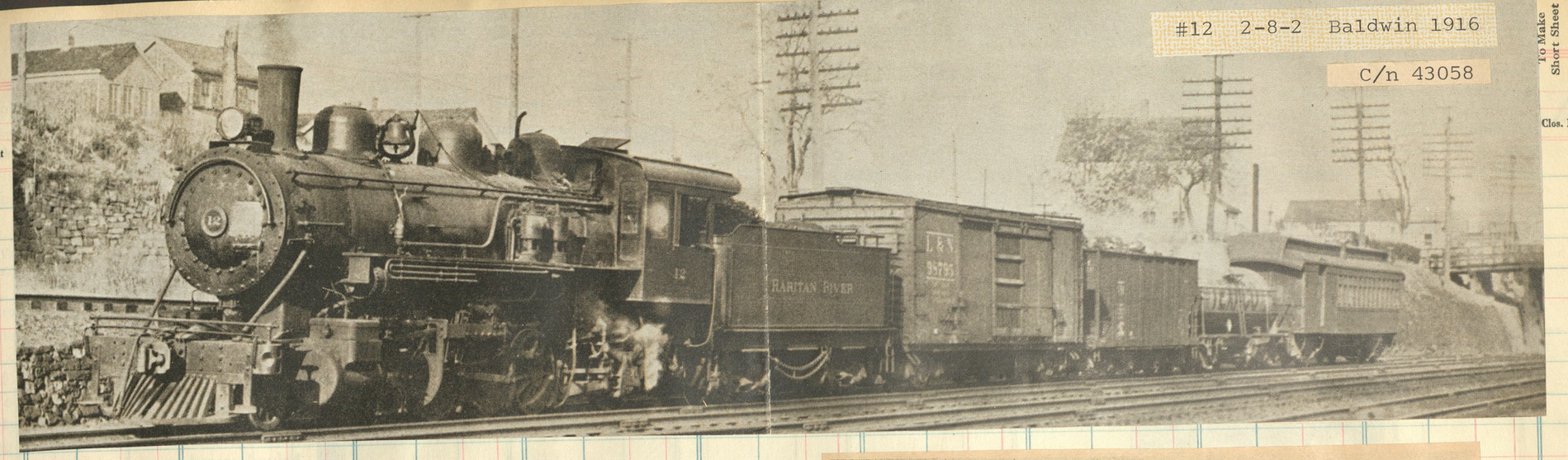
Passengers no longer ride on the Raritan River, but in the last years of passenger service the evening train was a locomotive with a single combine car, a picturesque sight as it skooted over the Jersey farmlands.

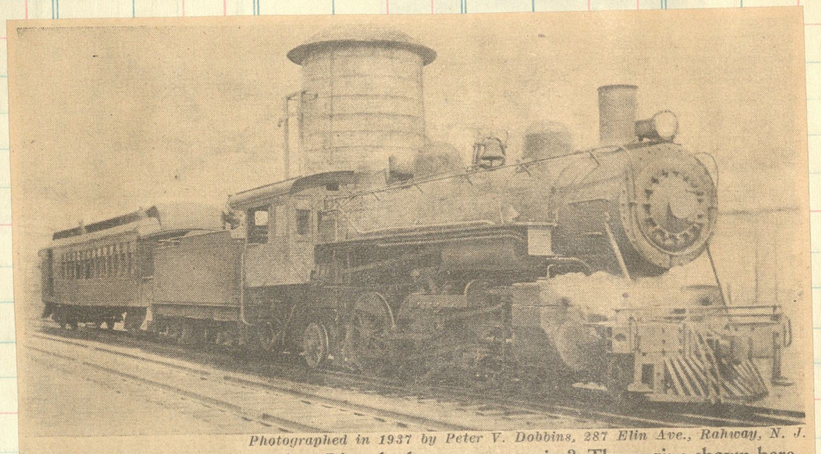
Clos. No.	Sold	Amount

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

#12 2-8-2 Baldwin 1916

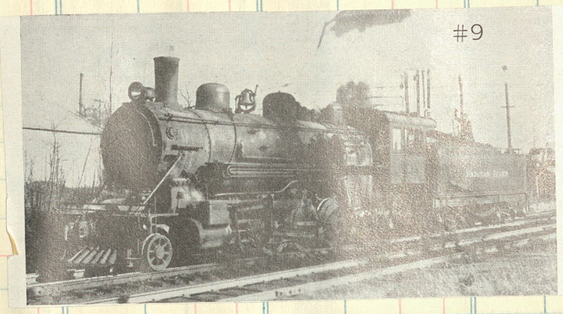
C/n 43058



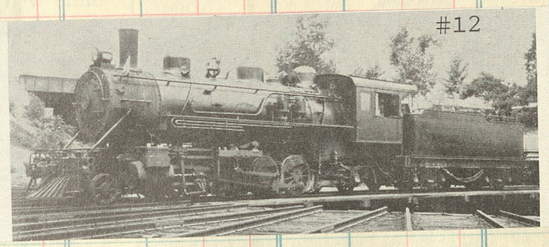


Photographed in 1937 by Peter V. Dobbins, 287 Elin Ave., Rahway, N. J.

REMEMBER when the Raritan River had passenger service? The engine shown here (No. 15) is hauling freight today



#9

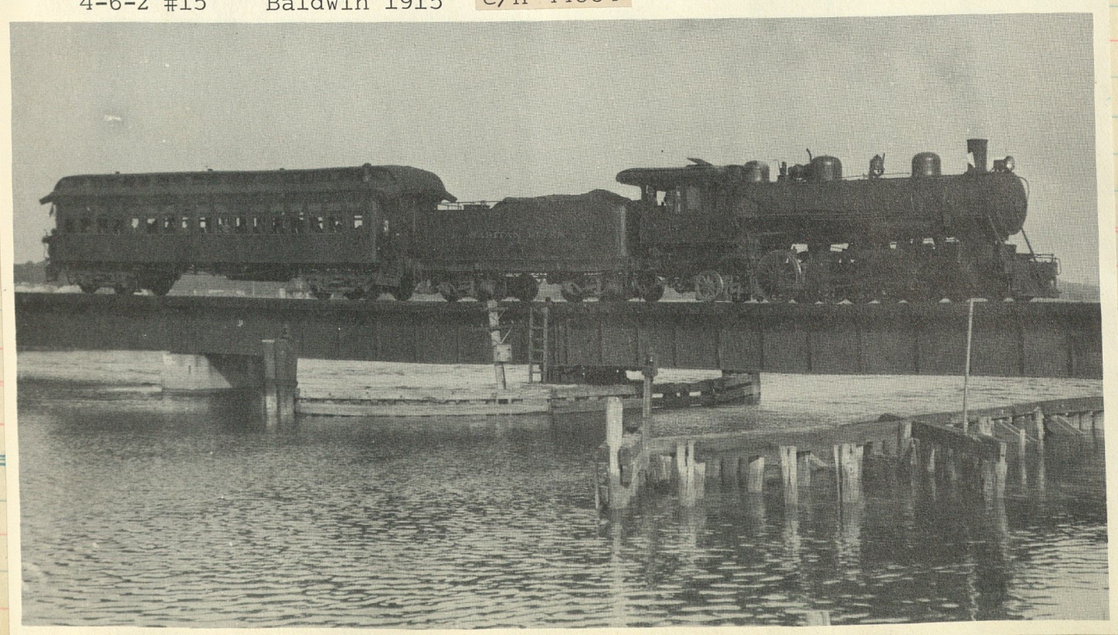


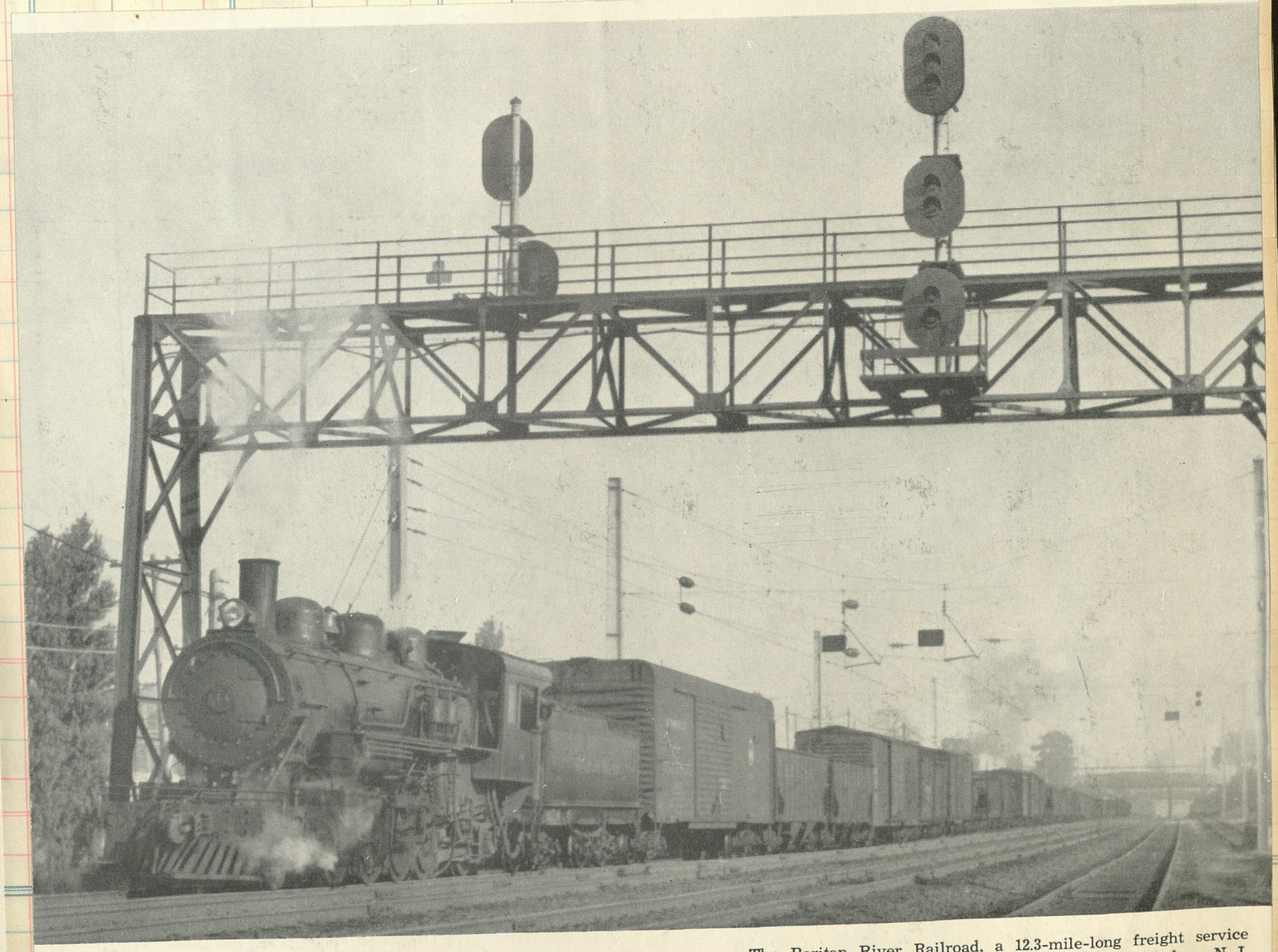
#12

Raritan River Railroad Train No. 15. Last passenger train. South Amboy to New Brunswick. 12.3 miles. May 28, 1938.

Frank T. Reilly

4-6-2 #15 Baldwin 1915 c/n 44064





Baldwin 1916

The Raritan River Railroad, a 12.3-mile-long freight service line, runs between New Brunswick and South Amboy, N. J. Locomotive No. 14, a 2-8-2, is shown pulling a typical string over rails of the connecting New York & Long Branch Railroad. By M. B. Cooke.

38

SELLER
DATE
FORM DESTINATION

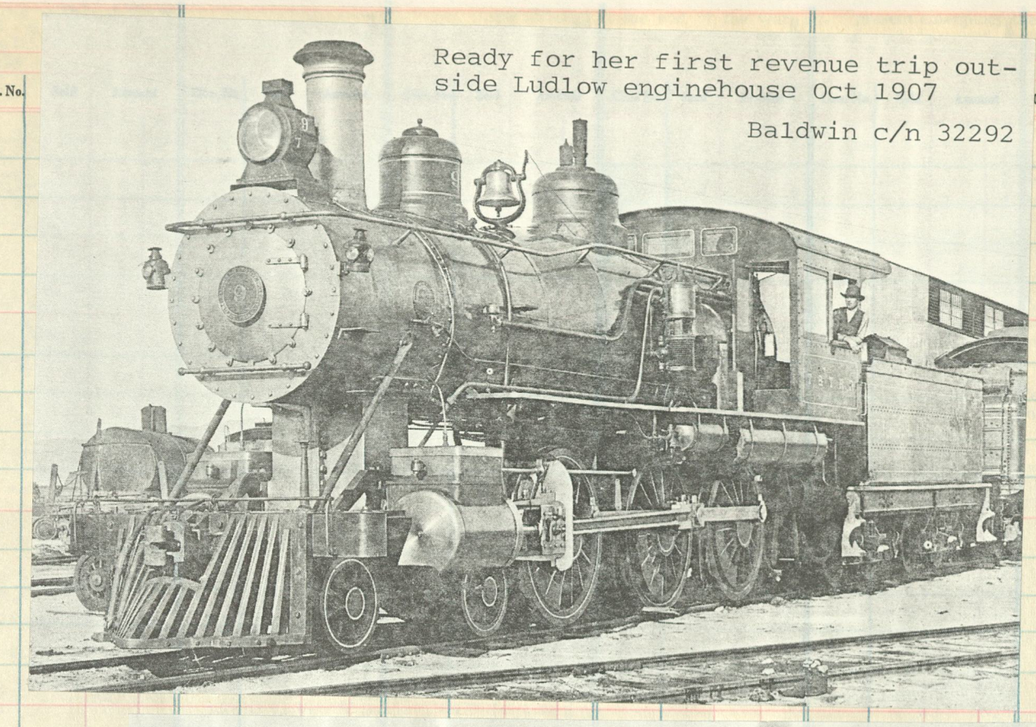
Y[illegible] TONOPAH & TIDEWATER RAILROAD [illegible]ES AT

Amount Clos. No. Clos. Amount

TONOPAH & TIDEWATER COMPANY
I & T
THE NEVADA SHORT LINE

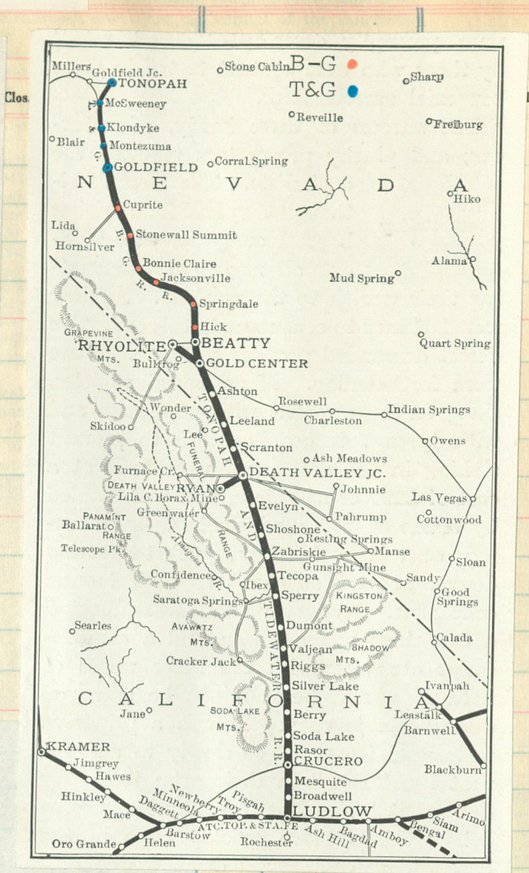
TO
RHYOLITE
BEATTY
SPRINGDALE
BONNIE CLARE
GOLDFIELD
TONOPAH
BLAIR JUNCTION

M. SMITH, President JOHN RYAN, General Manager
C. B. ZABRISKIE, Secretary and Treasurer
W. R. ALBERGER, Traffic Manager, LOS ANGELES

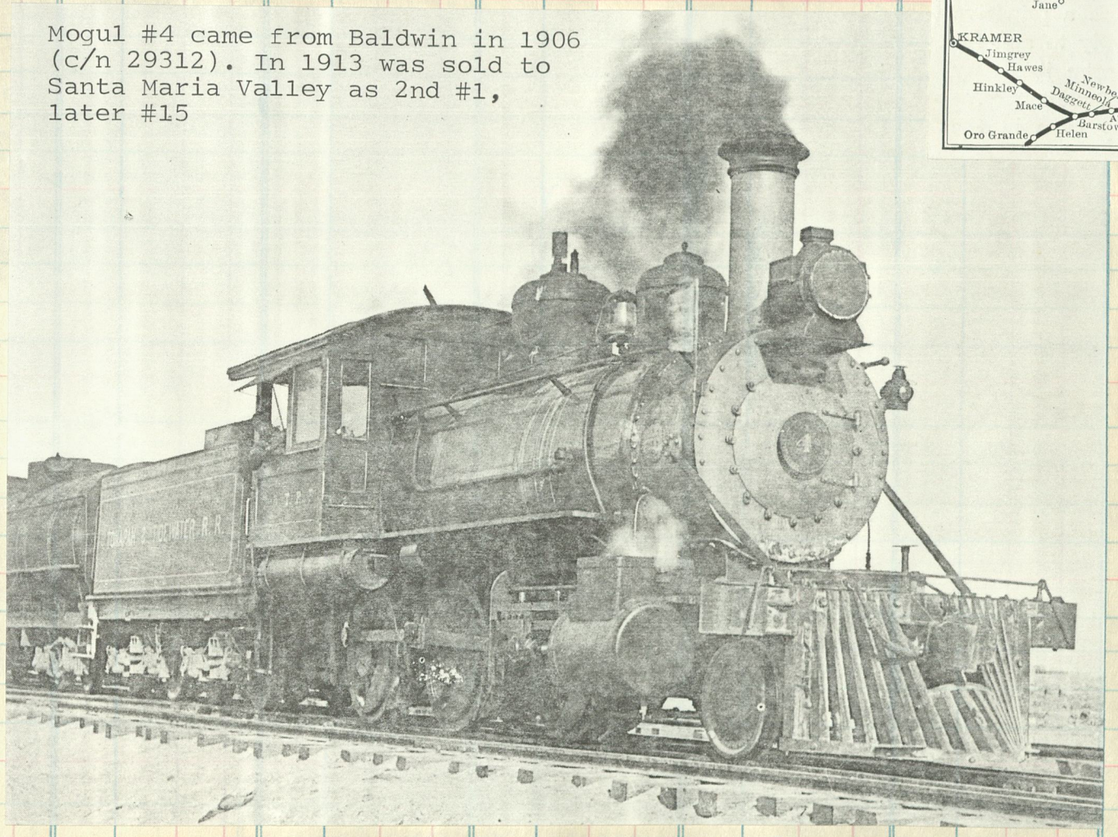


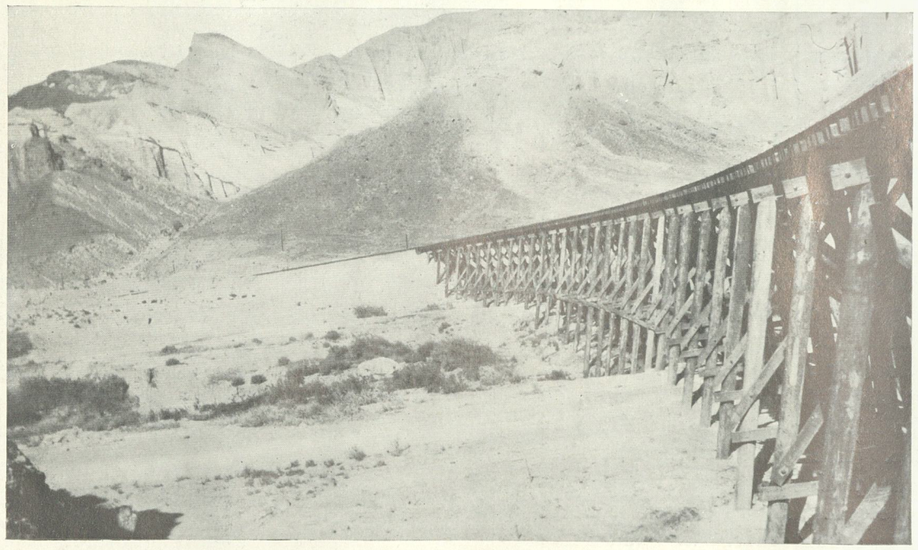
Ready for her first revenue trip outside Ludlow enginehouse Oct 1907

Baldwin c/n 32292



Mogul #4 came from Baldwin in 1906 (c/n 29312). In 1913 was sold to Santa Maria Valley as 2nd #1, later #15





A HEAVY STRETCH OF TRESTLING.
Every piece of timber had to be hauled several hundred miles.

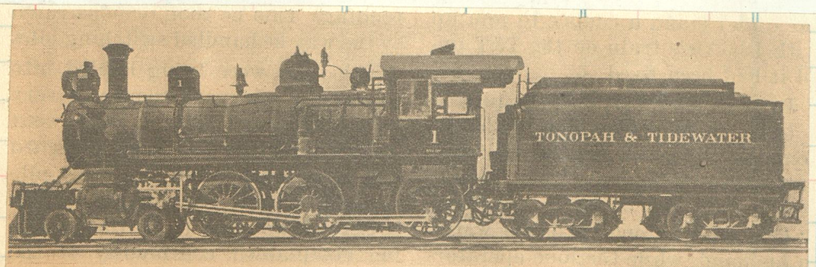
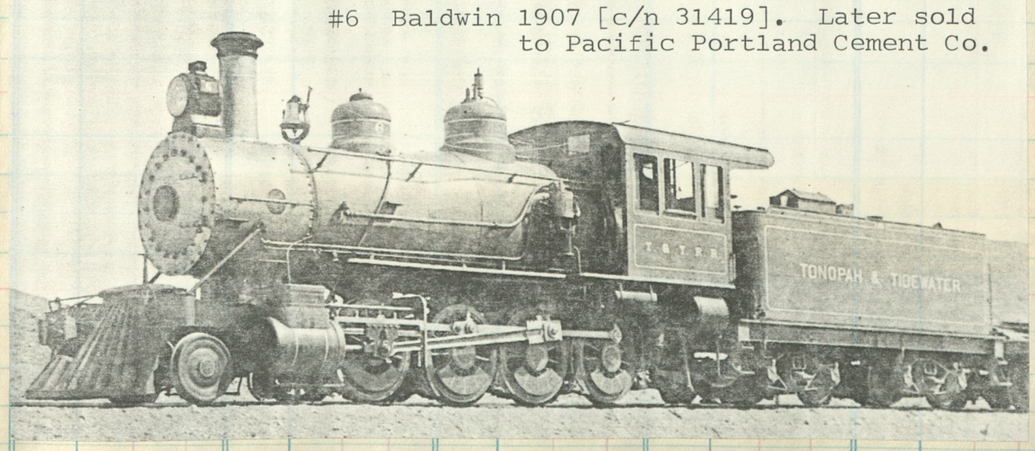
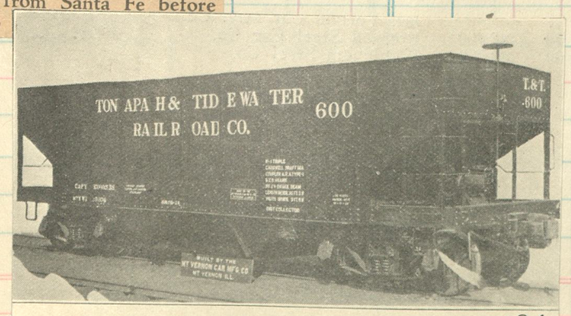


Photo from Walter Kohl

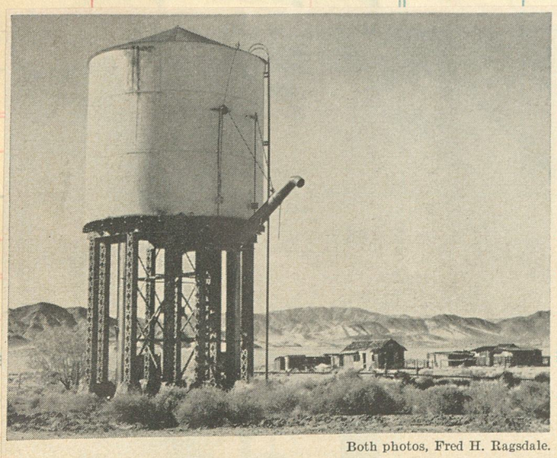
TONOPAH & TIDEWATER's one-spot was purchased from Santa Fe before completion of the desert line in 1905

#6 Baldwin 1907 [c/n 31419]. Later sold to Pacific Portland Cement Co.



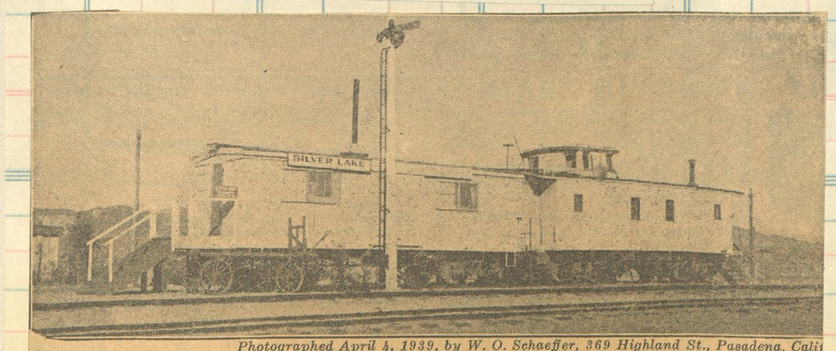


50-Ton Capacity All Steel Twin Hopper Car. 1924



Both photos, Fred H. Ragsdale.

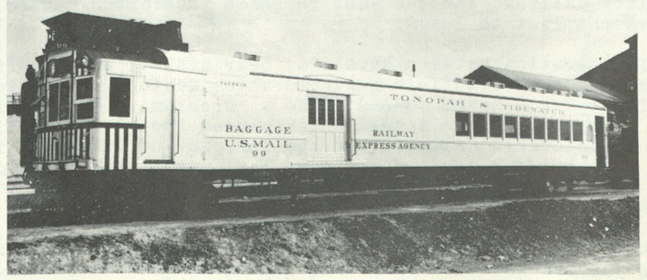
A water tank, a few ramshackle dwellings, and the sandy remains of a right of way are all that is left of the Tonopah & Tidewater at Silver Lake, Calif. The rails and ties have been taken up for salvage.



Photographed April 4, 1939, by W. O. Schaeffer, 369 Highland St., Pasadena, Calif

Unique Station on the Old Tonopah & Tidewater Railroad at Silver Lake, Calif.

St Louis Car co., c 1926



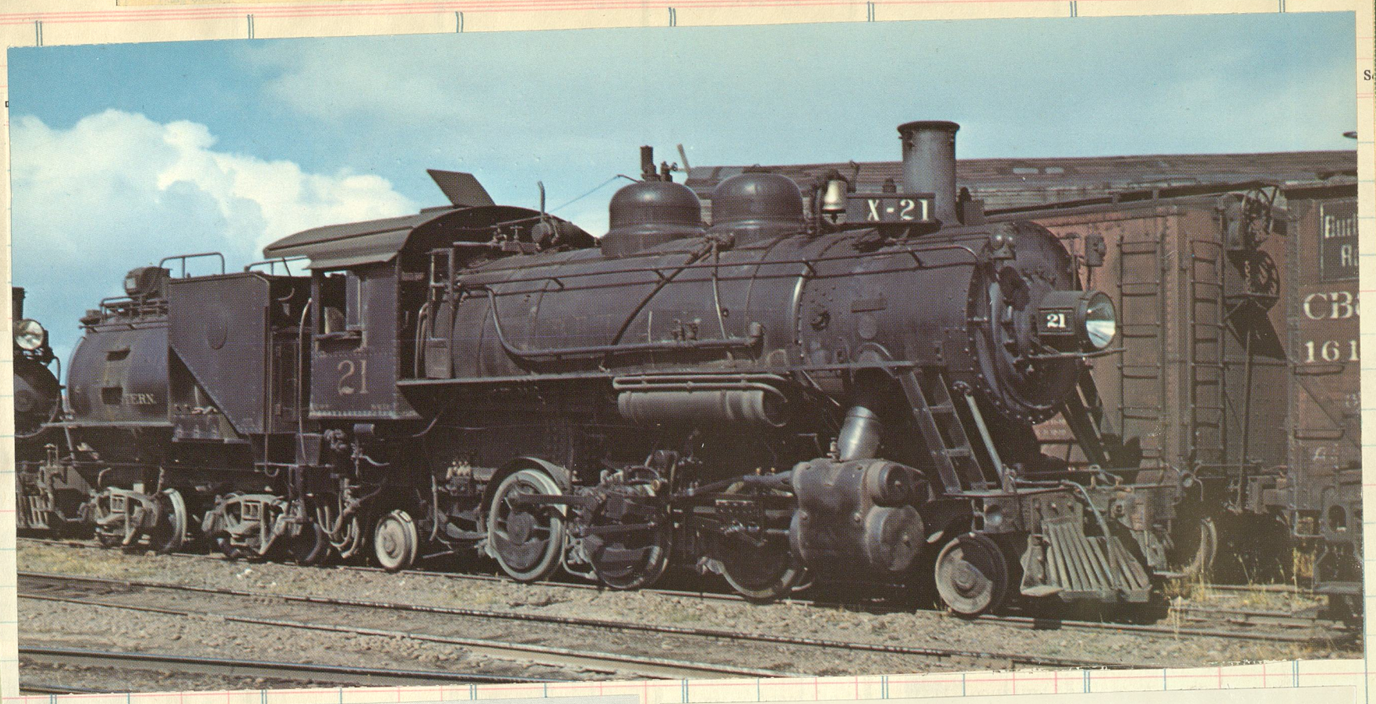
Death Valley Jct., October, 1938 Fred A. Stindt

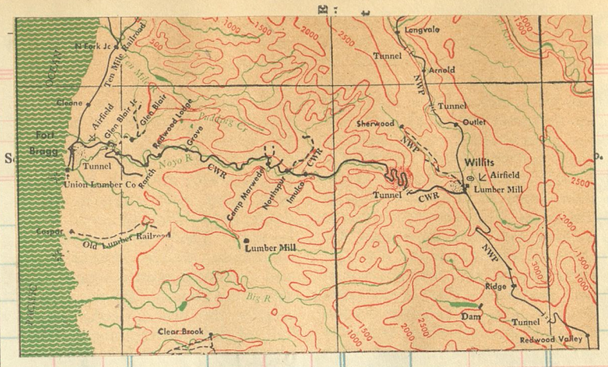
Sold to Sonora-Baja Calif RR #2501

CALIFORNIA WESTERN RAILROAD & NAVIGATION

NYCS
AP A-46

Rugged little #21 enjoys a short snooze in the sun at Ft. Bragg. Baldwin blt three of these 2-6-2 loggers. #21 in 1920 with c/n 53277, followed by #22 (c/n 54898) in 1921 and #23 was delivered in 1923 c/n 57553.

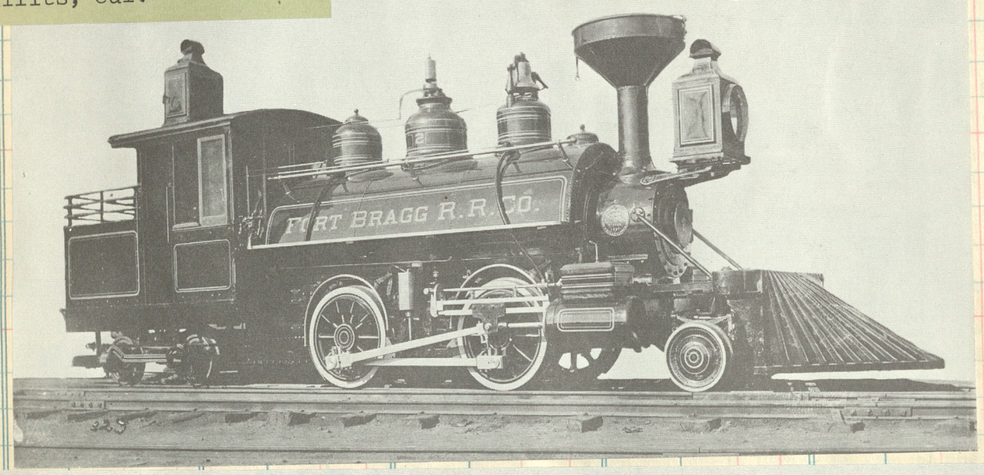


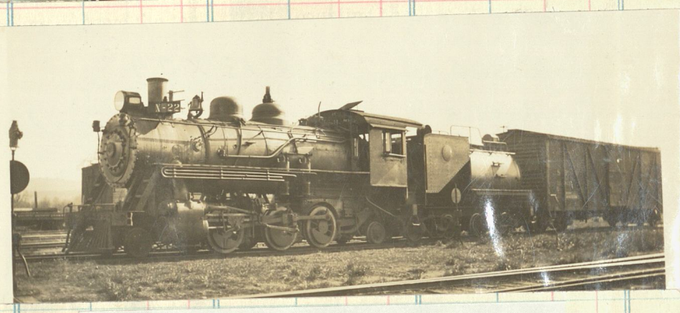


CALIFORNIA WESTERN RAILROAD
FORT BRAGG, CALIFORNIA, 95437

c/n 8852 To Calif Western #2, reblt as 2-4-2T. Sold to Irvine & Muir Lbr Co., Willits, Cal.

Baldwin 1887

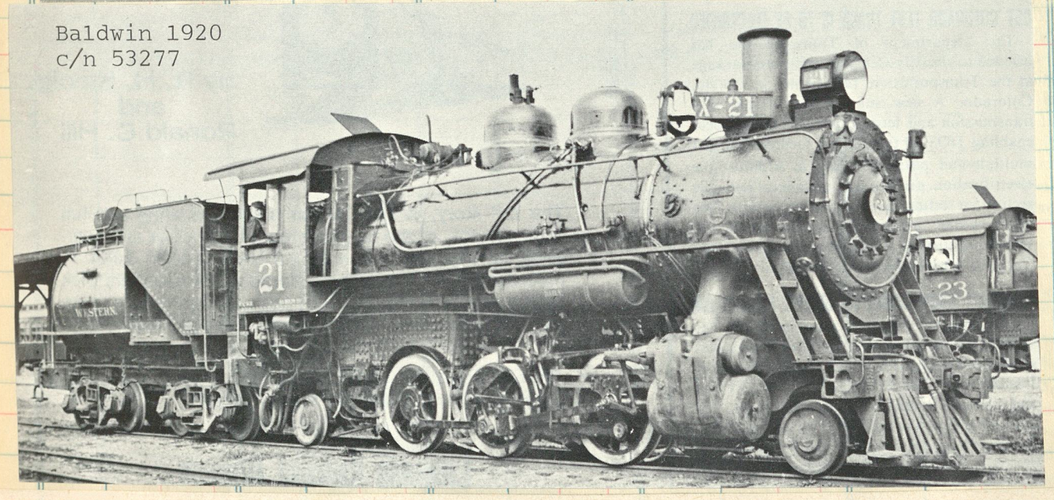




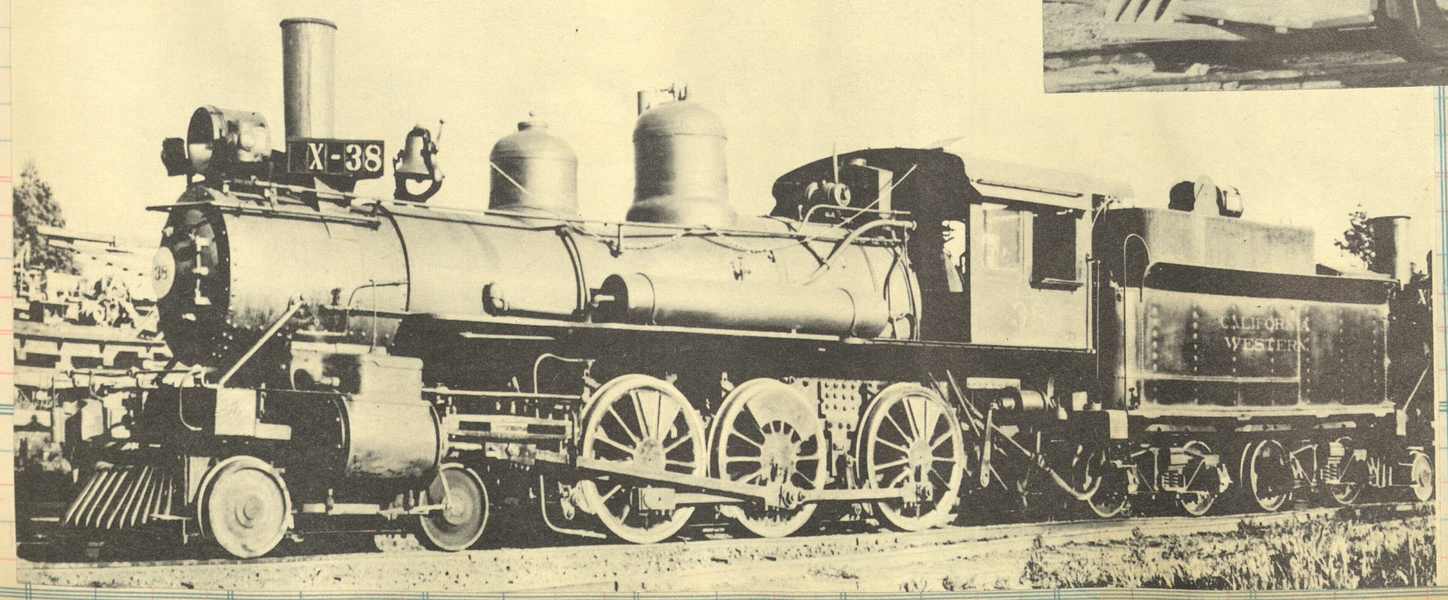
#22 at Willits in 1936. Foto from W. G. Silverthorn

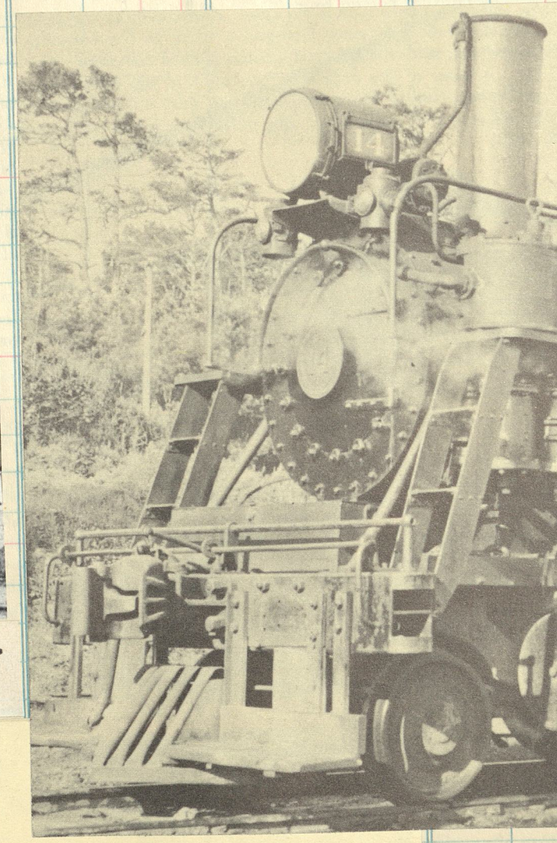
Bringing logs in over Ten Mile R.R. of the Union Lbr Co

Baldwin 1920
c/n 53277



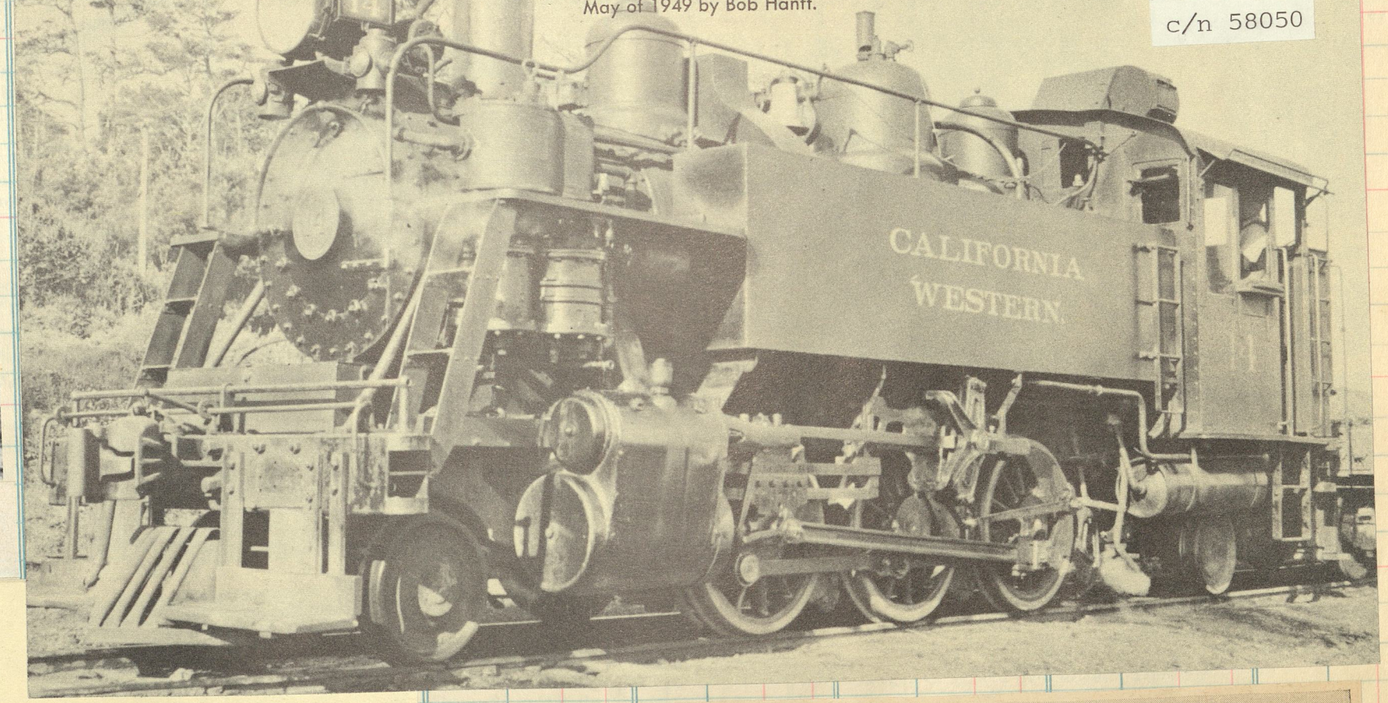
#38 blt by McKay & Aldus in 1867 as Central Pacific's #39, the MALONE. Renoed 1529. Wrecked in 1889, reblt at Sacramento and noed 2002. Sold to CWRR&N in 1910 noed #8, in 1924 renoed #38.

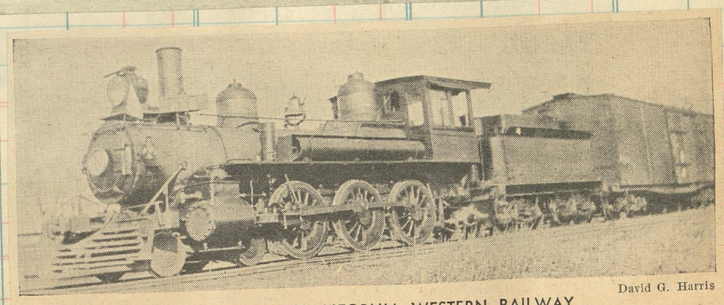




In 1924 Baldwin built this engine as No. 1 of the California Fruit Exchange, a lumber concern at Graeagle, California, but when that company substituted truck for rail operations in 1937 the engine was sold to the California Western where it saw much service until the recent diesel invasion forced it into mere standby duty. Photo at Ft. Bragg in May of 1949 by Bob Hanft.

c/n 58050





David G. Harris

ENGINE NO. 5, CALIFORNIA WESTERN RAILWAY.

Another old timer was #5 blt at Schenectady in 1880, c/n 1301, as SP of Ariz #22. Renoed S.P. 102, 1605, 2042. Sold to C.W. in 1906 ret 1922.

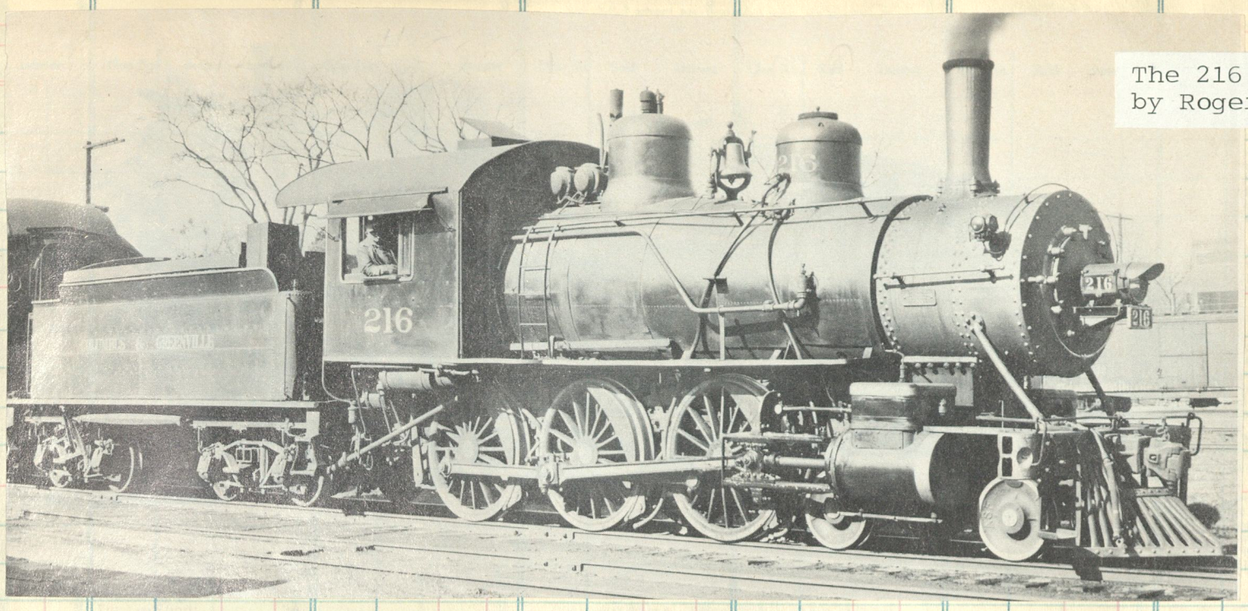
40

New York Cen

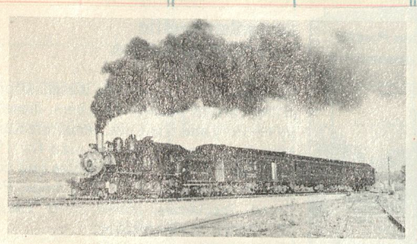
COLUMBUS AND GREENVILLE RAILWAY COMPANY.

KET SALES AT

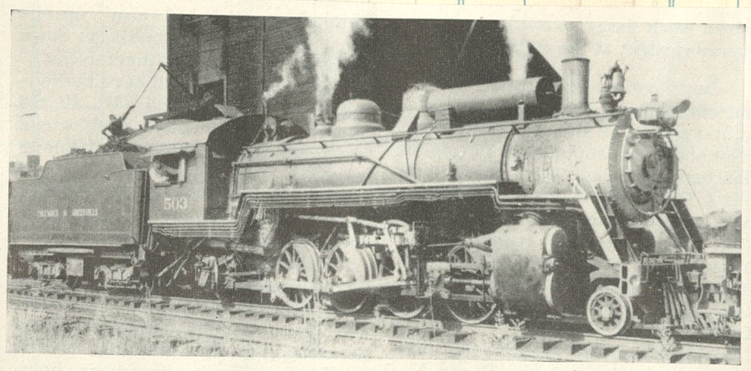
SELLER
DATE
FORM | DESTINATION | Clos. No. | Sold | Sold | Amount



The 216 blt as Mobile & Ohio #179 by Rogers (c/n 5475) in 1899.



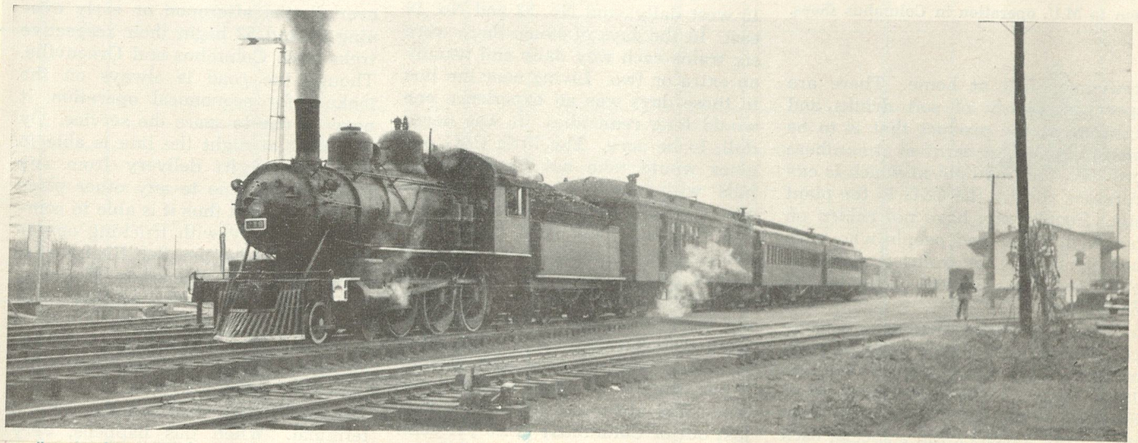
J. A., Aguanga, Calif.—The Columbus & Greenville was incorporated in 1894, when (as a Southern Ry. subsidiary) it was known as the Southern Ry. Co. of Mississippi. It runs from Columbus to Greenville, Miss., 168 miles, owns 28 locomotives, 20 passenger and 65 freight cars; and employs about 450 people. It is not doing very well, using most of its revenues for operating expenses alone.



A MIKE C&G purchased from defunct Ft. Smith & Western takes coal in Columbus.

Collection of Gordon Mott.

IT'S rain across Mississippi as 4-6-0 216 leaves Winona with passenger train in 1944.



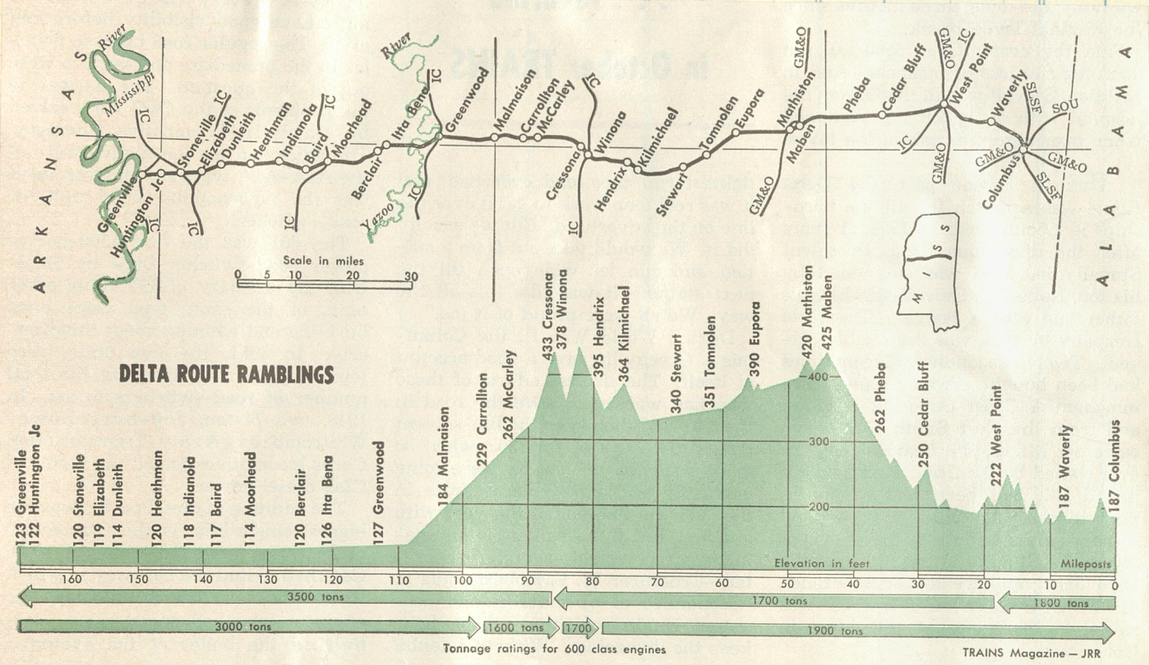
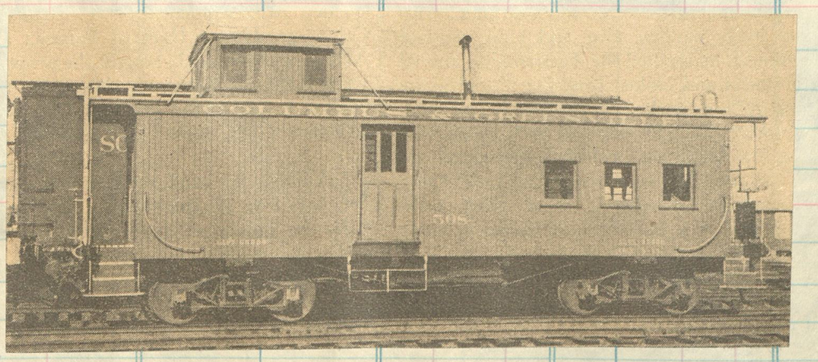
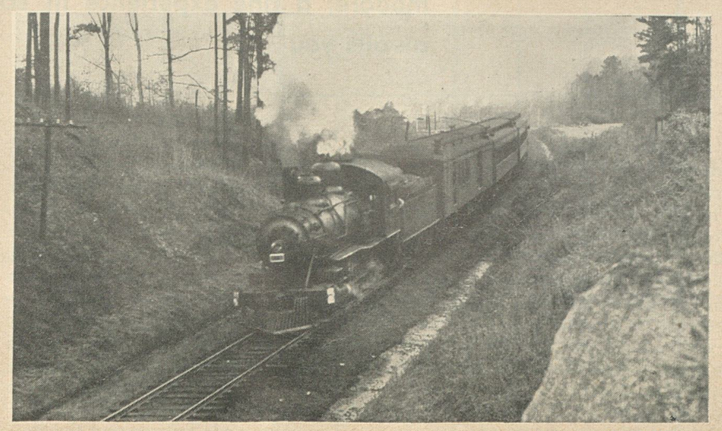


Photo by C. W. Witbeck

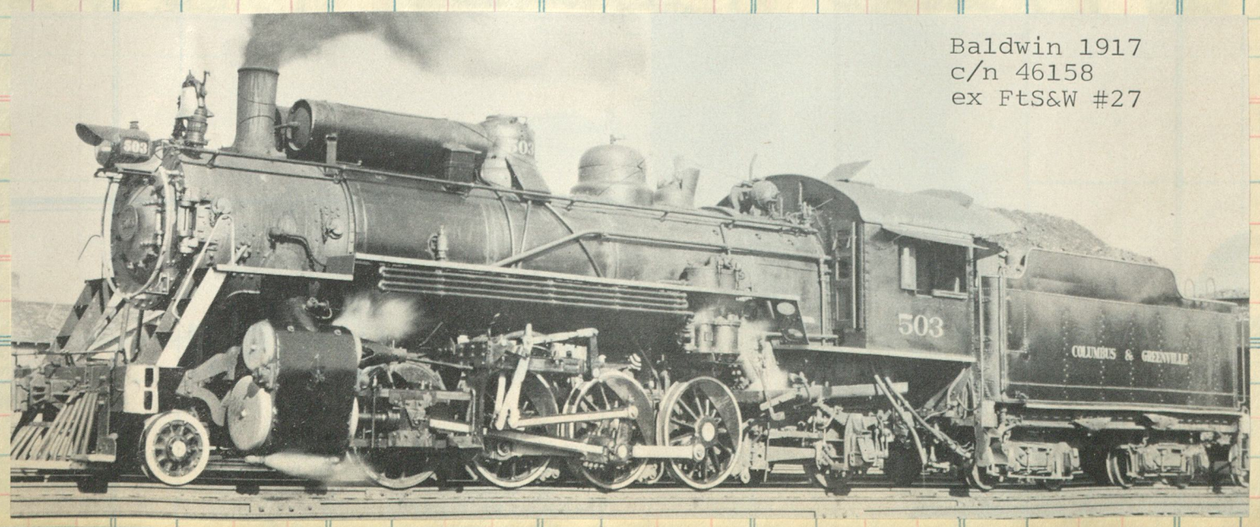
ROAD'S END for both the Columbus & Greenville and the Southern Railway is an L-shaped depot at Columbus



THOUGH the Columbus & Greenville Railway no longer operates such pleasant passenger hauls as the one at right between its namesake cities in Mississippi, it is still very much in the railroad business. Two regular freights are dispatched each way daily over its 168-mile line, so its 90-pound iron collects little rust. C&G protects its operations with five Baldwin 1500-horsepower road-switchers and a pair of 566-horsepower Whitcomb yard engines. In addition, it keeps two 4-6-0's in reserve. Tonnage over C&G's "all-weather" trans-Mississippi route has been good enough to warrant regular stock dividends. Photo shows 4-6-0 No. 216 nearing Columbus in 1944.



C. W. Witbeck.



Baldwin 1917
c/n 46158
ex FtS&W #27

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

MONTPELIER AND WELLS RIVER

Gentle #20 makes an unruffled arrival with her train at Montpelier. The Consolidation was built for the B&M by Schenectady in 1911, c/n 49003, noed 1208 and later the 2423. Sold to M&WR Oct 1932

MONTPELIER & WELLS RIVER RAILROAD

(For List of Officers, see Boston and Maine R.R.)

Eastern Standard time.

9480	4802	4800	Mls.	*June 28, 1920.*	9481	4801	4803
				(Eastern time.)			
P M	P M	A M			A M	A M	P M
†1 30	†12 15	†6 50	0	lve. Barre arr.			
¶ 1 50	12 30	7 05	5.9	lve. Montpelier[1] arr.	11 10	10 45	5 05
2 12	12 59	7 14	9.7	Fairmont	10 45	10 30	4 50
2 45	12 54	7 29	15.6	Plainfield	10 32	10 22	4 42
3 00	1 02	7 37	18.9	Marshfield	9 50	10 09	4 29
3 18	1 12	7 47	23.7	Lanesboro	9 22	10 01	4 21
3 20	1 15	7 50	25.1	Lakeside	9 10	9 49	4 09
3 34	1 24	7 59	28.5	Rickers	8 55	9 46	4 06
4 10	1 31	8 06	31.6	Groton	8 40	9 38	3 58
4 29	1 37	8 12	34.5	South Ryegate	8 15	9 30	3 50
4 40	1 45	8 20	38.1	Boltonville	7 45	9 23	3 43
P M	1 50	9 00	38.4	Wells River[2]	7 30	9 15	†3 35
A M	P M	A M		Woodsville[3]	A M	†9 12	P M
2 37	4 53	†10 09	80.7	ARRIVE. LEAVE	P M.	A M	P M
‡ 10	6 40	1 45	132.0	arr. Plymouth (B.&M.R.R.) lve.	11 35	6 45	12 55
4 45	7 17	2 27	149.6	arr. Concord " lve.	9 50	4 30	11 08
5 15	7 47	2 54	166.3	arr. Manchester " lve.	9 10	3 35	10 33
5 41	8 13	3 18	179.7	arr. Nashua " lve.	8 41	2 59	10 05
†6 30	9 00	4 05	205.3	arr. Lowell " lve.	8 13	2 30	9 39
A M	P M	P M		arr. Boston " lve.	†7 30	†1 30	†9 00
					P M	A M	A M

Barre Division.—Between Montpelier and Barre (16 miles). Operated for freight traffic only.

† Daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday.

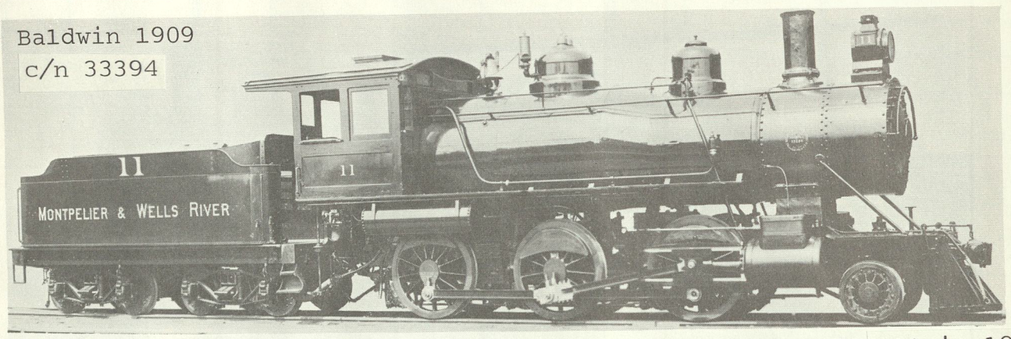
Connections.—[1] With Central Vermont Ry. [2] and [3] With Boston & Maine R.R.

OKM

At Montpelier, Vt., there is still to be seen this old engine on the Montpelier and Wells River Railroad. It is named Arthur Tandy, after the son of Myron W. Tandy, who was general cashier at Boston for a great many years. Manager Robie snapped this one of the old-timer just as it pulled into Montpelier one day

The tank engine, named *Arthur Tandy* and numbered 6, was part of the original M&WR motive power. For years it pulled suburban trains between Montpelier and Barre, was later sold to the White River Railroad and used for fill after the 1927 flood.

Baldwin 1909
c/n 33394



Montpelier & Wells River #11. 1909. 2-6-0 type. later to StJ&LC #11 in 1930

William Moedinger Jr.

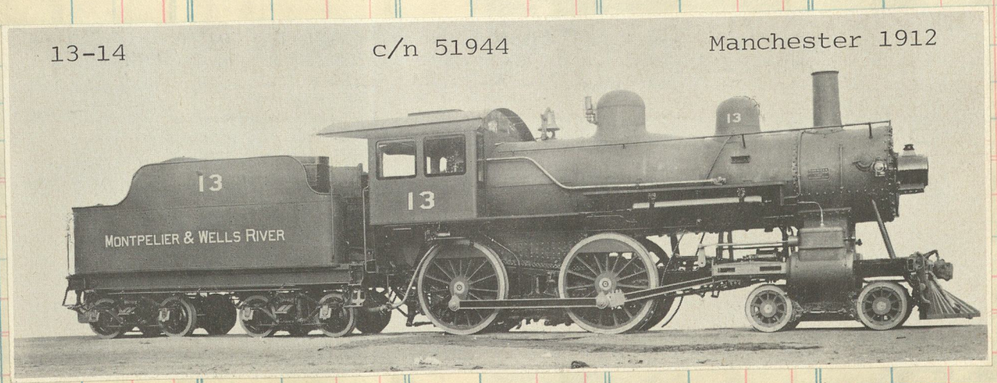
Locomotive No. 20 with not quite such a train.

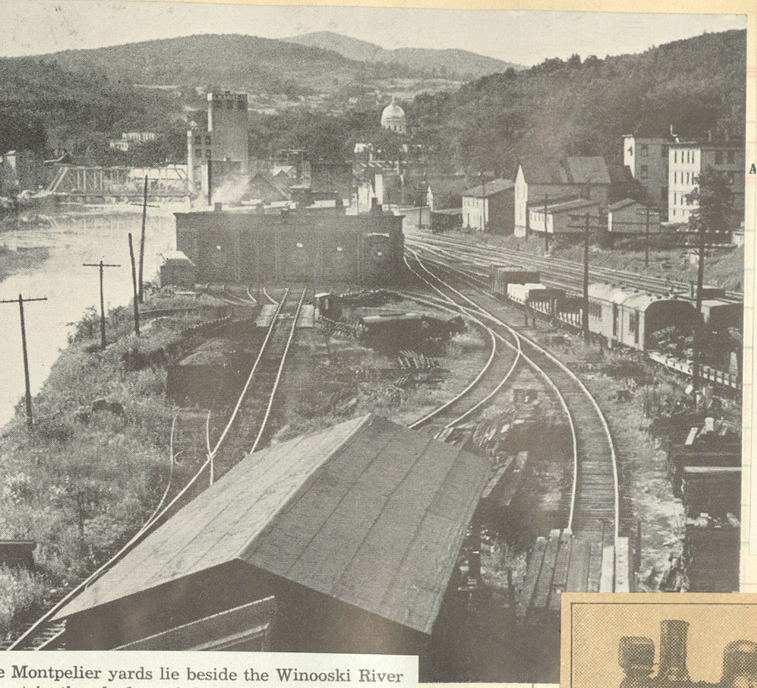
And here, just two hours earlier, is M&WR train No. 2 with only the ubiquitous combination coach, on its way over to Woodsville. This little train starts its day at 5:55 a. m., and if one wishes to get up that early and wait two hours at Woodsville for the B&M connection, he can get through to Boston at 3:20 p. m.

#19 2-8-0
Schen 1910
c/n 47645
ex B&M nos
1186, 2401
to M&WR in
1930

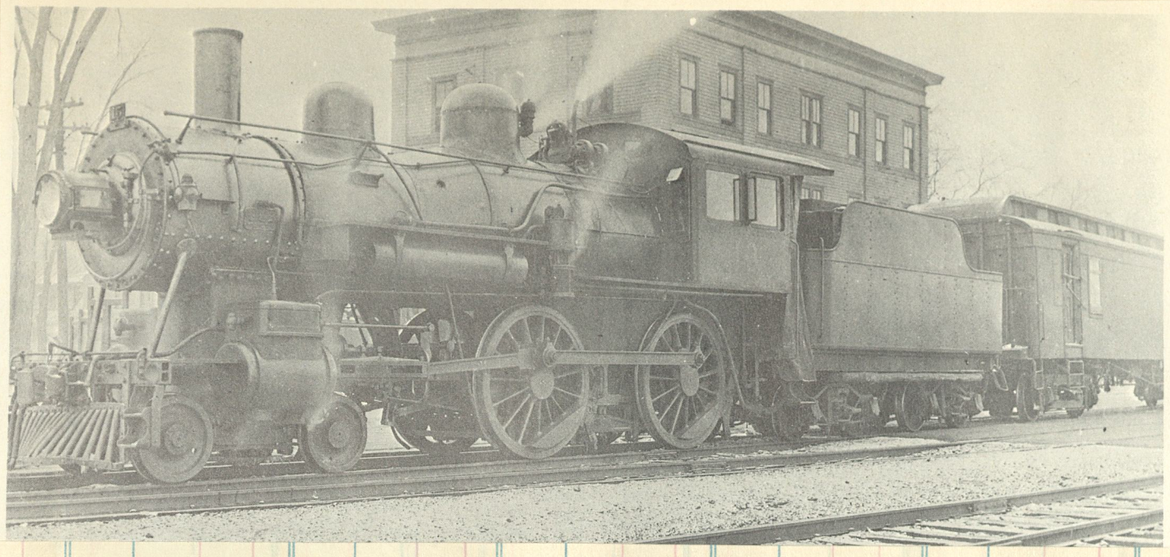
The afternoon eastbound mixed train assaults the four-mile one per cent grade from Montpelier to Fairmont. This train carries most of the tonnage freight to the Boston & Maine connection at Wells River, and usually returns with very little but the combination baggage and passenger car. The morning round trip is usually light eastbound and well loaded with freight westbound.

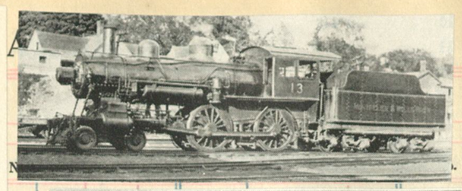
13-14 c/n 51944 Manchester 1912

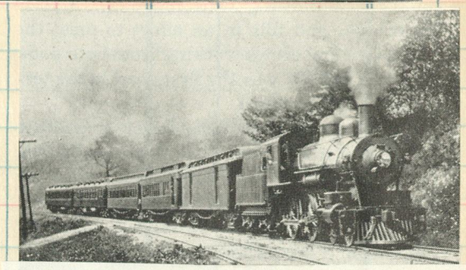




e Montpelier yards lie beside the Winooski River
ost in the shadow of the state capitol building.
e Montpelier shops repair not only M&WR and
rre & Chelsea motive power, but that of the St.
nsbury & Lake Champlain. In the yards stand
ch of the 25 units of rolling stock, including 17
s, 2 tool cars, 1 snow plow, 1 derrick, 2 cabooses, 1
dge department car, and the passenger combine.
o straight coaches were dismantled last Spring.

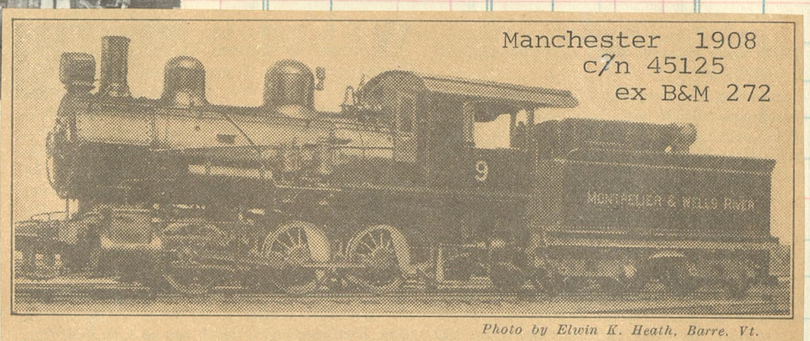






The old *White Mountains Express*, a Summer tourist train between Burlington, Vt., and Fabyan-Berlin, N. H., ran over the M&WR line with its Pullman parlor car and all. This was early in the century.

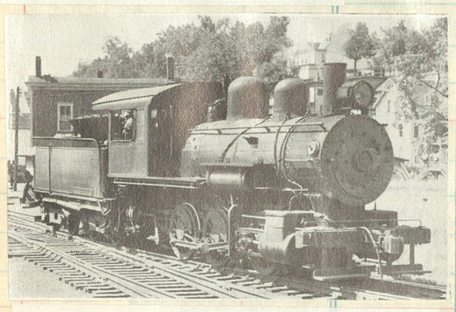
Eng is #13



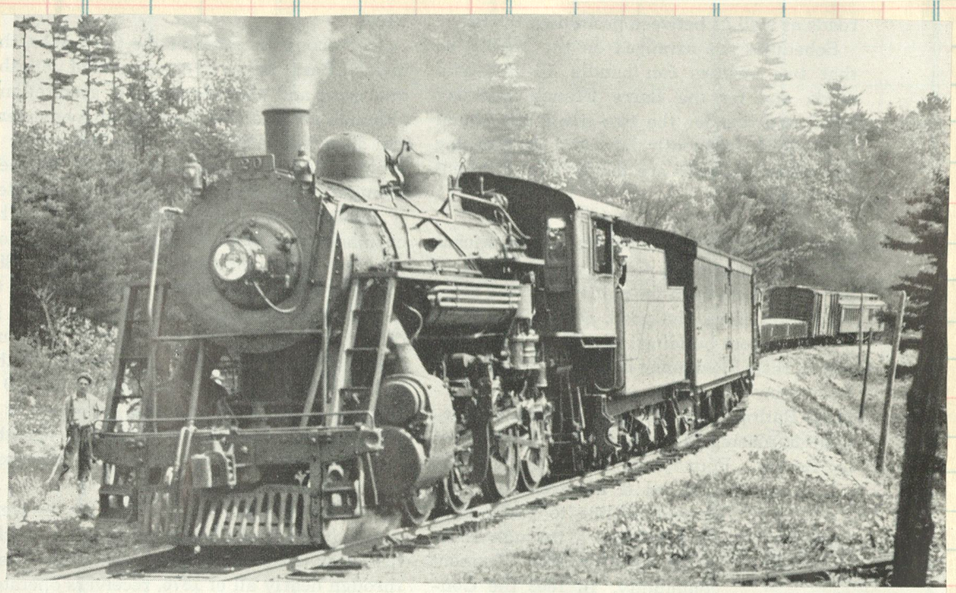
Manchester 1908
c/n 45125
ex B&M 272

Photo by Elwin K. Heath, Barre, Vt.

No. 9 of the Montpelier & Wells River R.R., which a Year Ago Bore the Name "M. G. Sawyer" on its Cab, in Honor of Its Engineer. After He Died (Dec. 23, 1933) the Name Was Removed at the Request of His Widow



0-6-0 #10 Manchester 1909
c/n 46335 former B&M nos
212, 284 to M&WR 1934

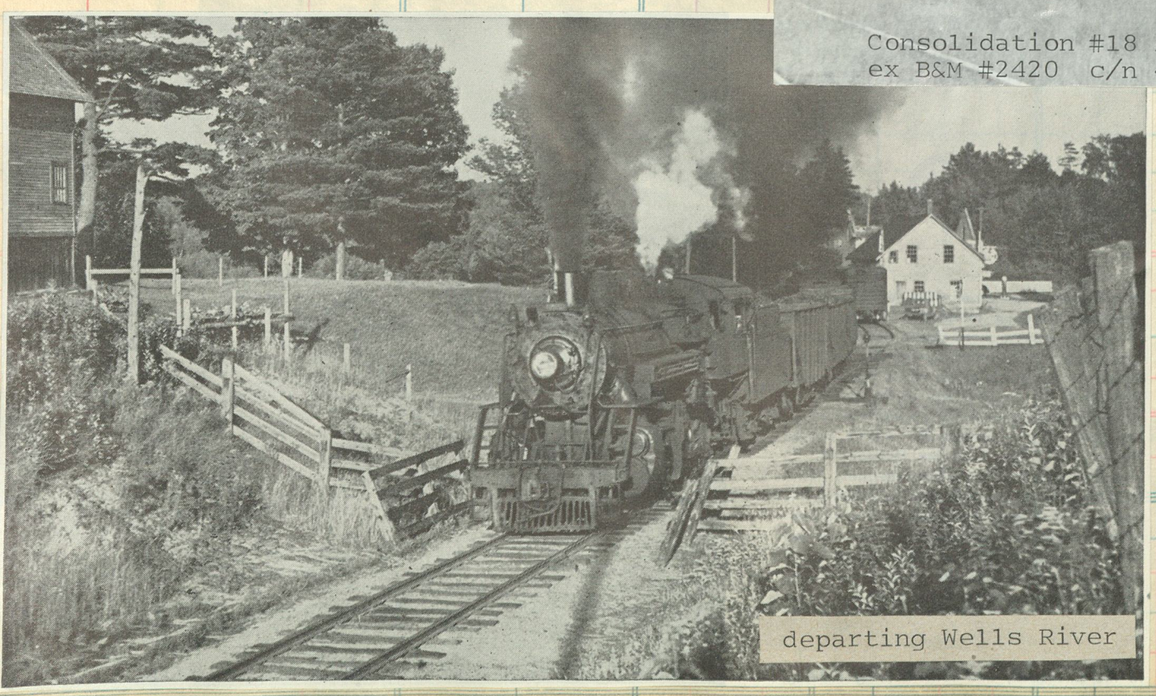


William Moedinger Jr.

Locomotive No. 20 with quite a train.

Montpelier & Wells River No. 1, leaving Woodsville at 9 a. m. with the interchange freight left during the night by the Boston & Maine and the combination coach tacked on the rear, is the heaviest train on the schedule. Here it is on a five-degree reverse curve bucking the 1½ per cent grade approaching Boltonville.

Consolidation #18 ready to depart Woodsville with Trn #1
ex B&M #2420 c/n 49000 Schenectady 1911



departing Wells River

HAWAII STATION.

NYCS AP A-46

7-47 1000 bks. (Eureka 4423) Printed in U. S. A.

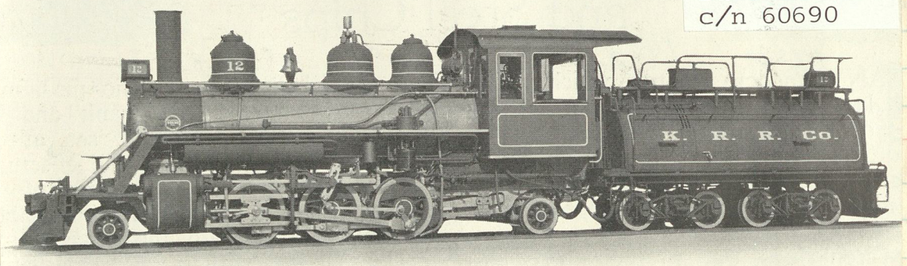
CUT HERE To Make Short Sheet

43

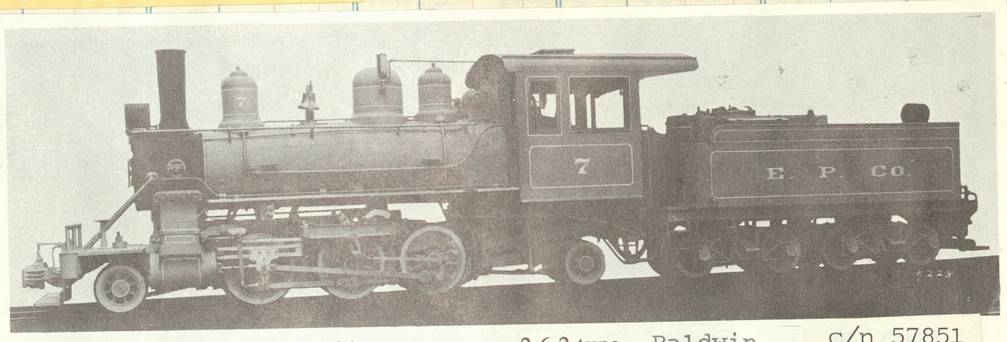
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

The 60,486th engine constructed by Baldwin was this appealing three foot gauge 2-6-2 built for the Kahului R.R. (Maui) in May 1928

Baldwin 1929
c/n 60690

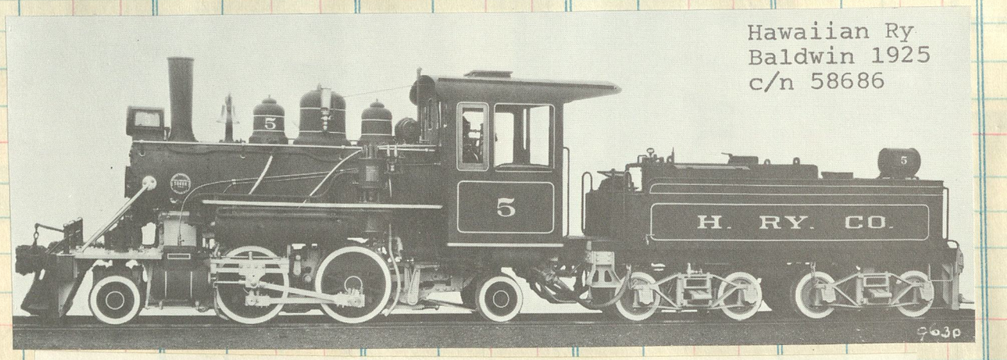


Prairie Type Locomotive Built for Kahului Railroad Company, Hawaii



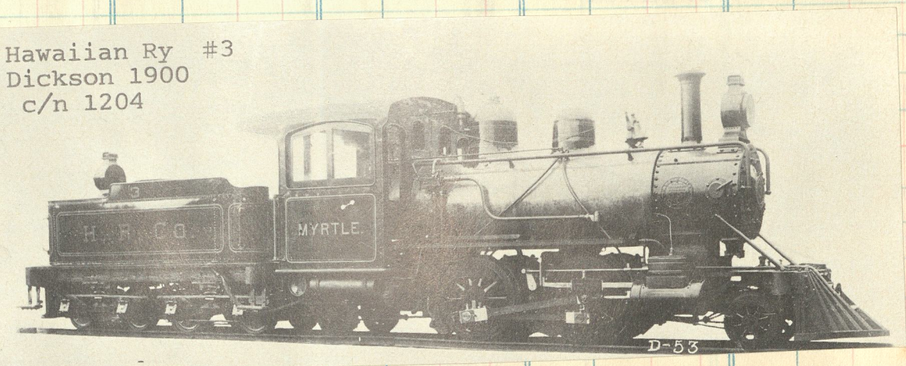
Ewa Plantation (Hawaii) #7, 1924, narrow gauge, 2-6-2 type. Baldwin c/n 57851

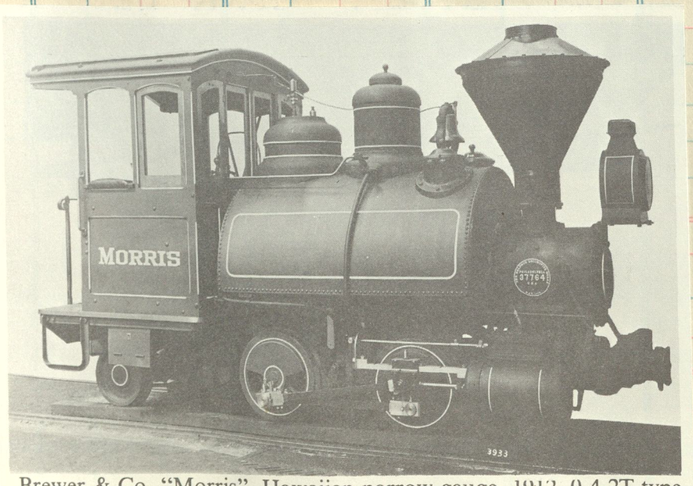
Hawaiian Ry
Baldwin 1925
c/n 58686



Now reported to be, operational, at Durango, Colo.

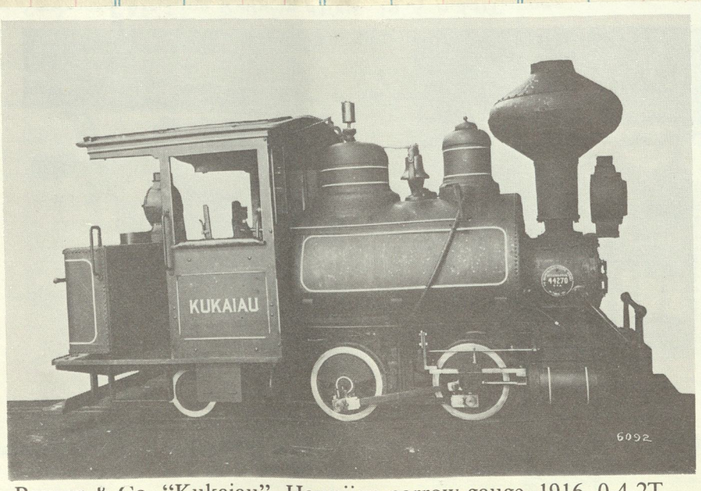
Hawaiian Ry #3
Dickson 1900
c/n 1204





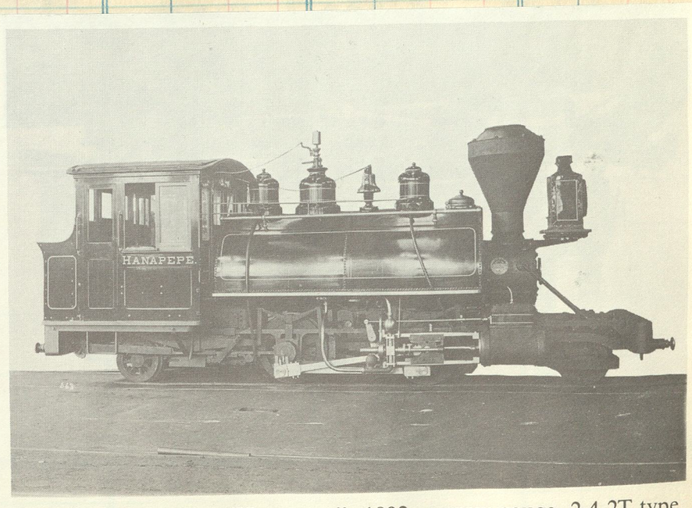
Brewer & Co. "Morris", Hawaiian narrow gauge, 1912, 0-4-2T type.

Baldwin 1912, c/n 37764, 3' gauge. Ordered by C. Brewer & Co for Kaleleku Plantation. Reblt 1927 and renamed "Melvin"



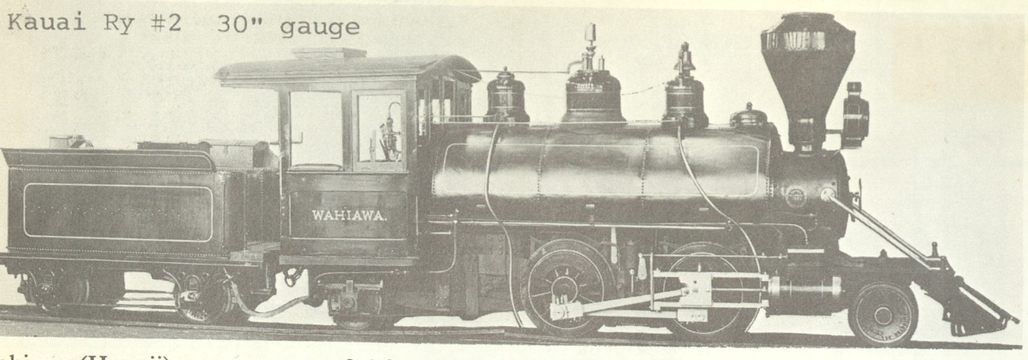
Brewer & Co. "Kukaiau", Hawaiian narrow gauge, 1916, 0-4-2T

Kukaiau Plantation Co. Baldwin 1912 c/n 44270, 20" ga. Later to Kaeleku Plantation and reblt to 36"ga. and renamed ERNA



Hawaiian Sugar Co. "Hanapepe", 1892, narrow gauge, 2-4-2T type.

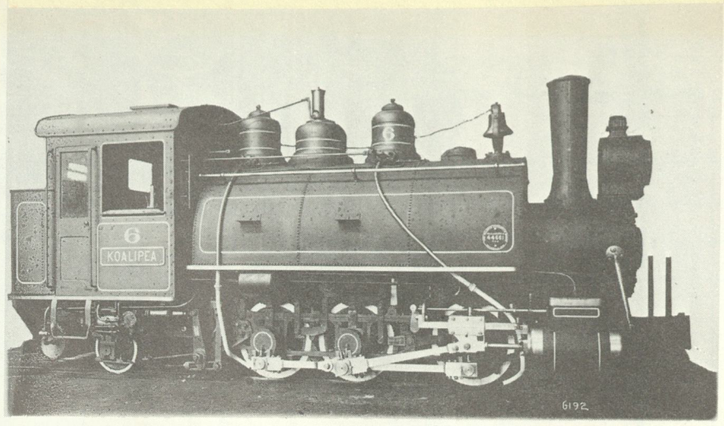
#2 Baldwin 1892 c/n 12966 30" gauge
To Koloa Sugar Co #6, renamed KALUAHONO, then to Grove Farm #6



Kauai Ry #2 30" gauge

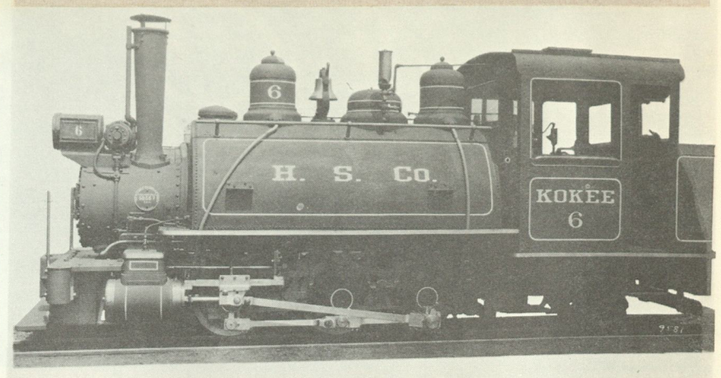
ahiawa (Hawaii), narrow gauge, 2-4-2 type. Baldwin 1900 c/n 17686

The ANAKA 2-4-0 built by Porter 1943 c/n 7398 for the Carbon Limestone Co #36 as 0-4-0T. Rebit as 2-4-2 when sold to LK&P.



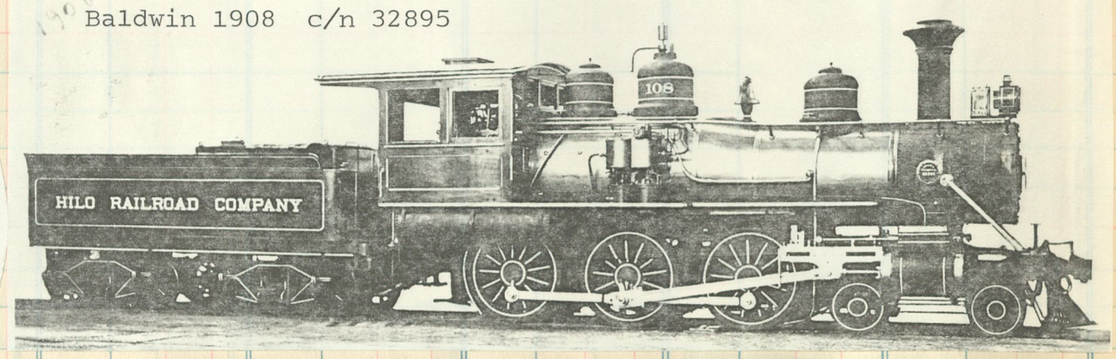
Ordered by C. Brewer & Co from Baldwin 1917 for the Oahu Sugar Co, 36" ga.

Koalipea (Hawaii), #6, narrow gauge, 0-6-2T type. c/m 44661



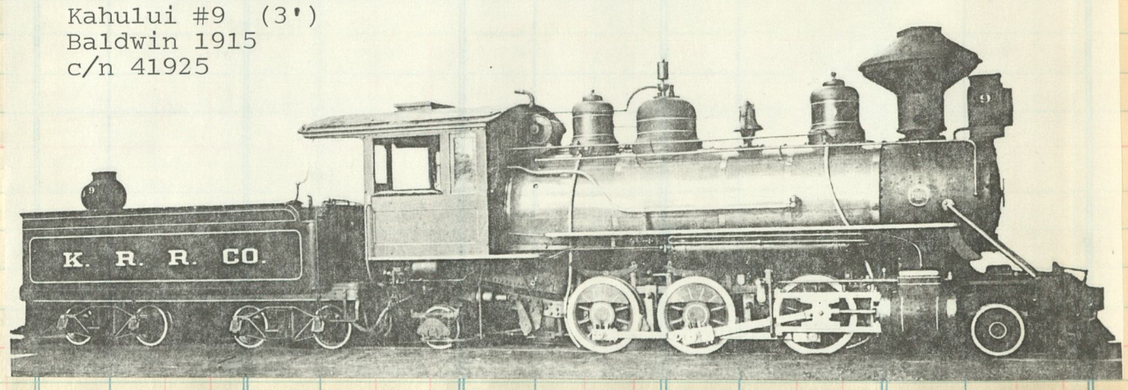
Baldwin 1925, 30" ga., c/n 58557. Later to Grove Farm #3 "Kaipu". Remains today in static condition.

Hawaiian Sugar Co. #6, 1925, narrow gauge, 0-6-2T type. BLW

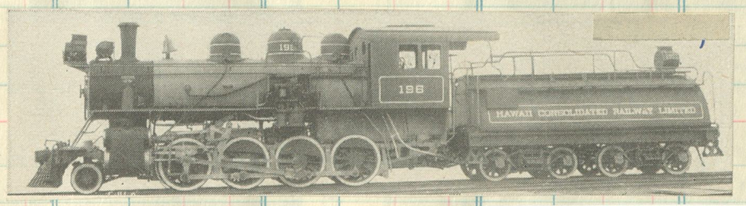


Baldwin 1908 c/n 32895

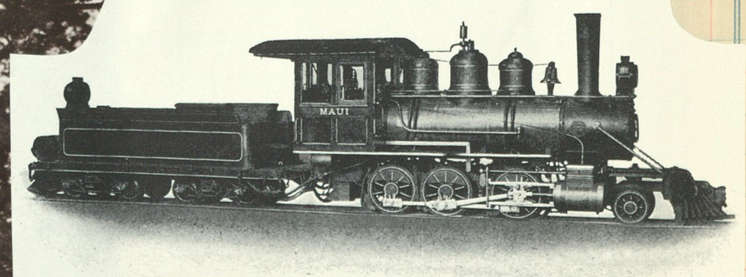
#3 MYRTLE, sister of the Anaka, former CLC #35 Porter 1943 c/n 7397. To LK&P 1970



Kahului #9 (3')
Baldwin 1915
c/n 41925



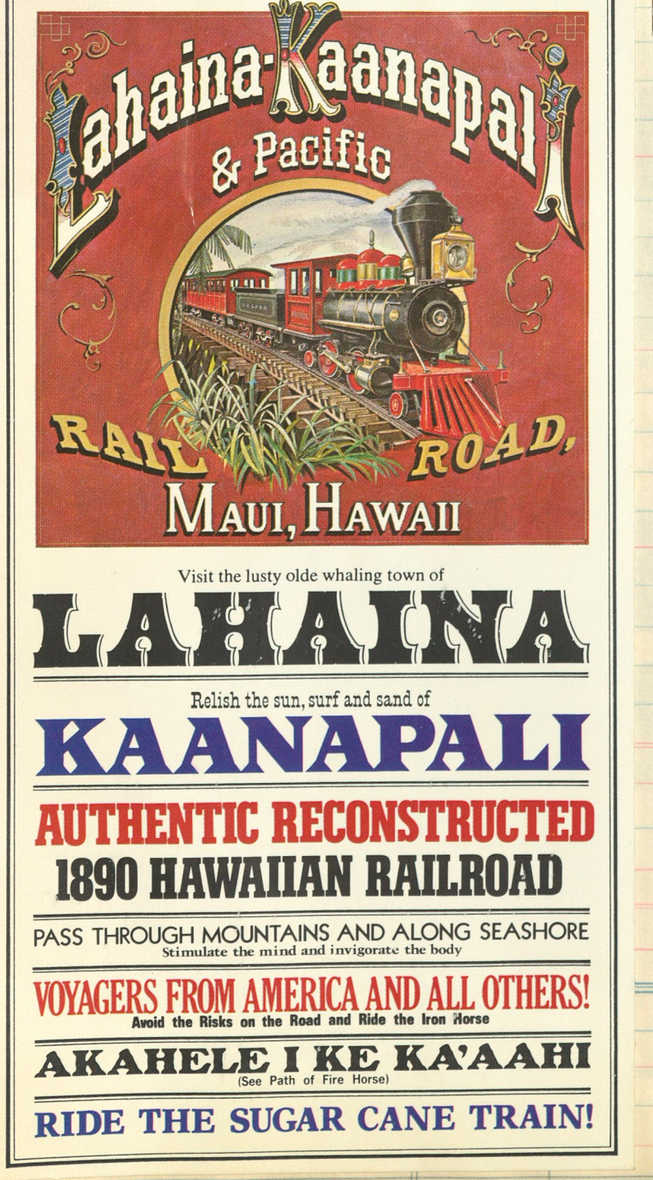
Cooke 1916
c/n 56163
#196



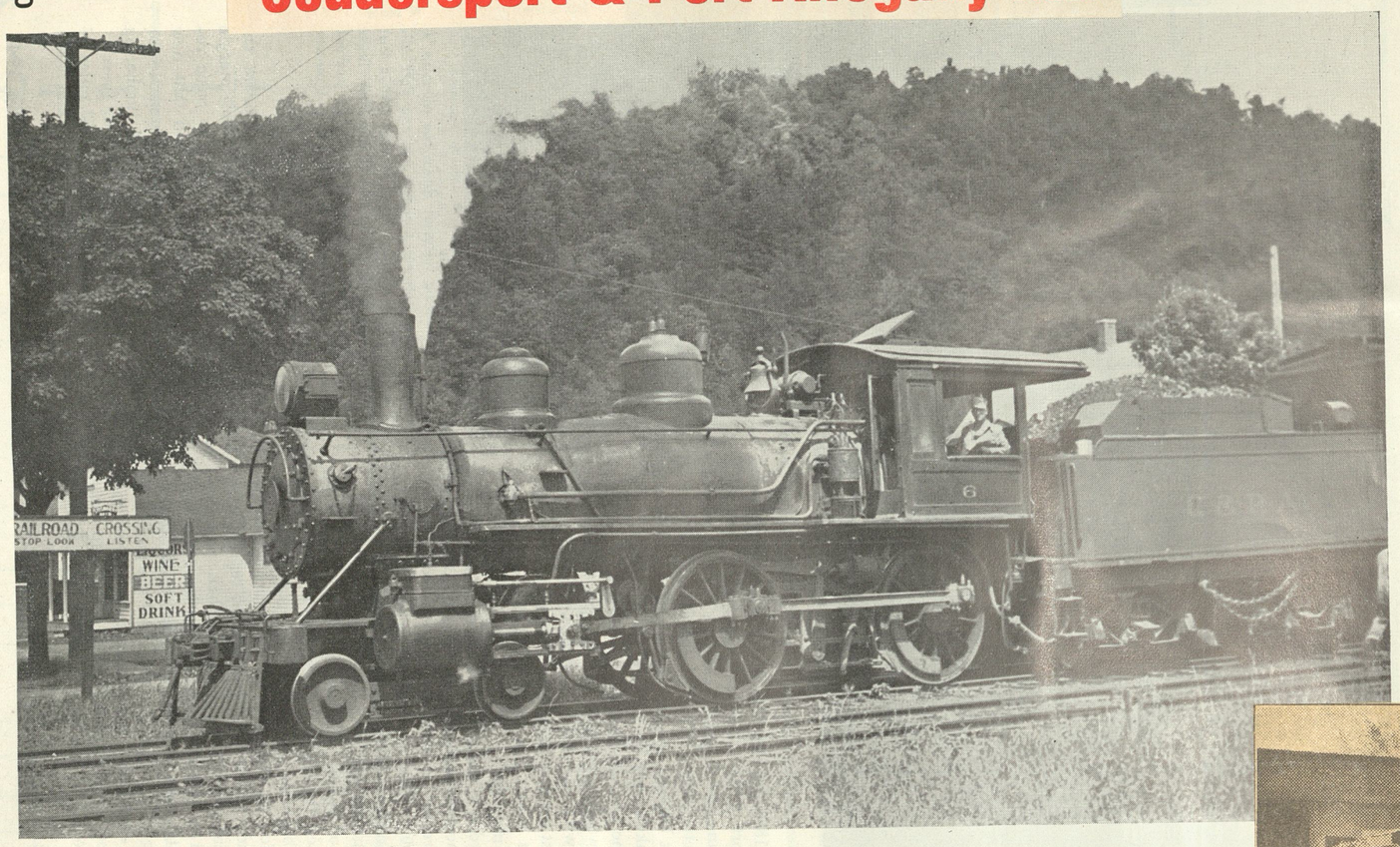
c/n 24881 Baldwin 1904

#2, ordered by W.G.Irwin & Co for Maui Agricultural, 3' ga. Later to Hawaiian Commercial Sugar Co (1948)

American Factors Ltd 2'6" ga.
Baldwin 1927 c/n 59888



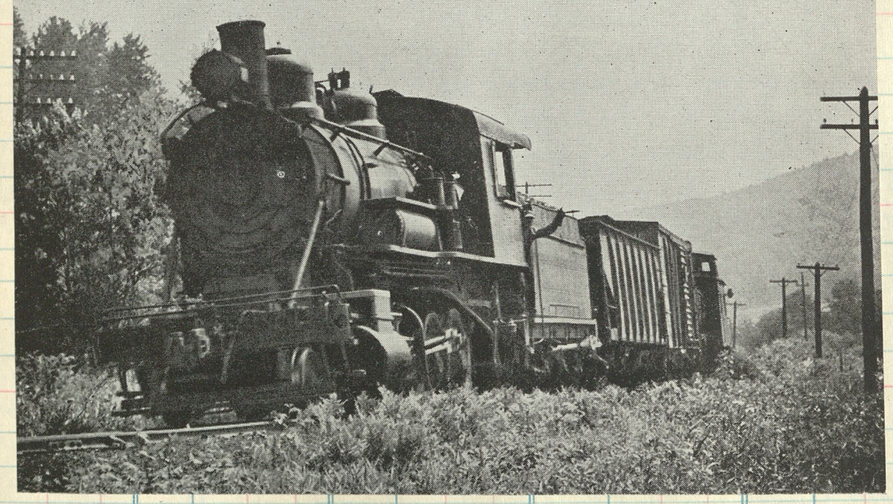
Coudersport & Port Allegany RR.

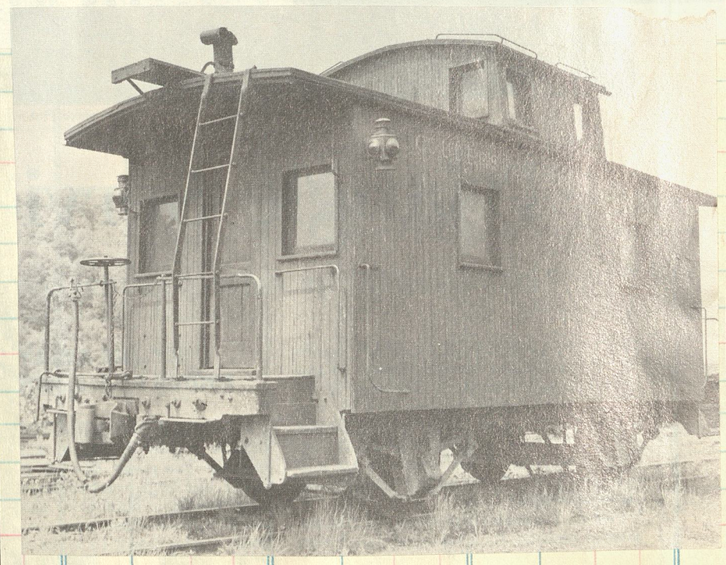


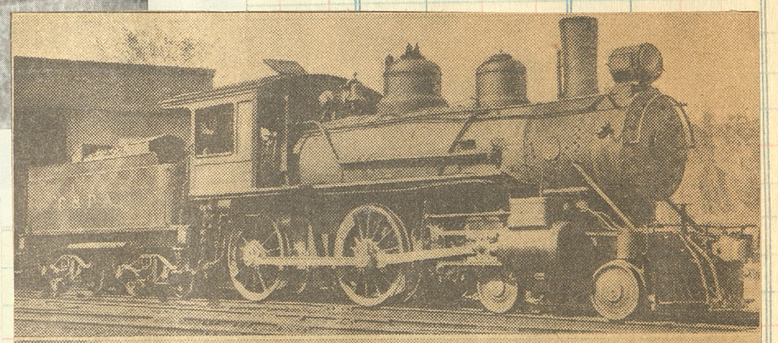
Baldwin-built in 1911, No. 6 pauses to pose amid rustic splendor.

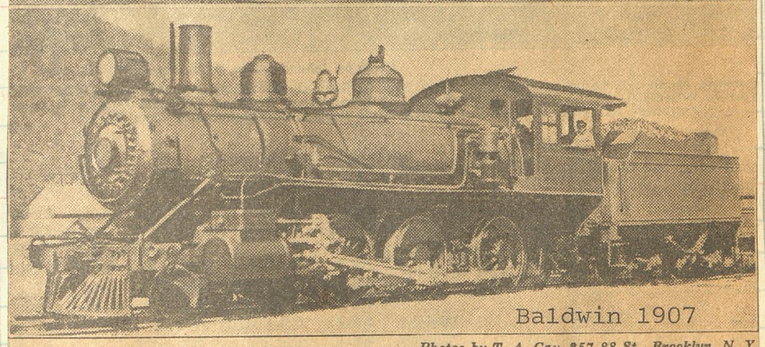
c/n 36171

A friendly wave from the fireboy of Consolidation #15 as it ambles tword Port Allegany









Baldwin 1907

Photos by T. A. Gay, 257 88 St., Brooklyn, N. Y.

Two of the Coudersport & Port Allegany's Iron Horses: (Upper) No. 6, Eight-Wheeler; and (Lower) No. 5, Ten-Wheeler

COUDERSPORT & PORT ALLEGANY RAILROAD.

Jas. L. Knox, President, Coudersport, Pa.
R. A. Knox, Gen. Fht. and Pas. Agt. and Gen. Supt., Coudersport, Pa.
W. E. Smith, Auditor, Superintendent of Car Service, Chief of Tariff Bureau and Freight Claim Agent, Coudersport, Pa.

c15	21	c11	c9	Ms	*September 25, 1932.*	20	c10	c12	24	c14
....	23	.....	.....	...	LVE.	*East. time.)*	ARR.	A M	....	....	....	....
....	†8 30	.....	.....	0	+	**Newfield Junc.**[1] δ		8 05	....	....	....	....
....	8 39	.....	.....	2		..... Gold		7 55	....	....	....	....
....	8 43	.....	.....	3		..... Raymond		7 50	....	....	....	....
....	900	.....	.....	9		..... Colesburg		7 25	....	....	....	....
P M	935	A M	A M	16	arr. +	Coudersport δ	lve.	7 00	A M	P M	P M	P M
†355	1035	†1030	*8 00	16	lve.	...Coudersport...	arr.	A M	945	12 20	1 15	5 15
3 45	1045	1040	8 10	21	+	..... Mina		....	936	12 09	1 03	5 03
3 55	1100	1050	8 20	25	+	.....Roulette.....	δ	....	925	12 00	12 50	4 55
4 02	11 12	10 58	8 28	28		..... Burtville		....	9 16	11 51	12 38	4 45
4 15	11 25	11 10	8 40	33	arr. +	**Port Allegany**[2] δ	lve.	....	†905	*1140	†1225	†435
....	1217	1217	1217	...	arr.	... **Emporium** ..	lve.	....	†822	*8 22	....	†356
7 05	P M	P M	*1135	...	ar.	**Buffalo** (Cent. Term.)	lv.	....	A M	*9 10	†9 10	P M
P M	.....	.....	A M	...		*(Pennsylvania R.R.)*		....	.....	A M	A M	....

• Daily; † daily, except Sunday. • Motor service between Coudersport and Port Allegany.

+ Coupon stations; δ Telegraph stations.

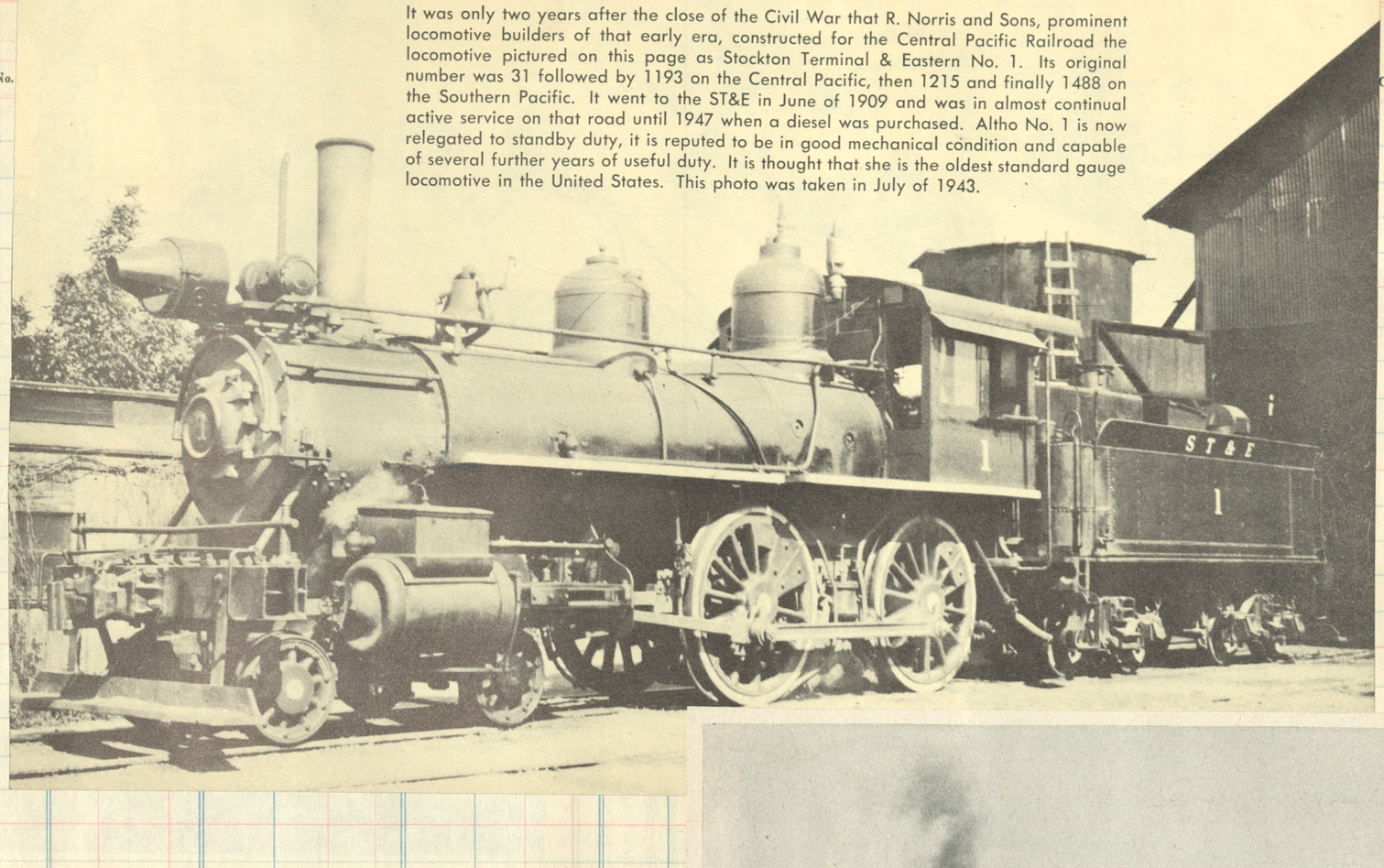
Connections.—[1] With Baltimore & Ohio R.R. [2] With Pennsylvania R.R.

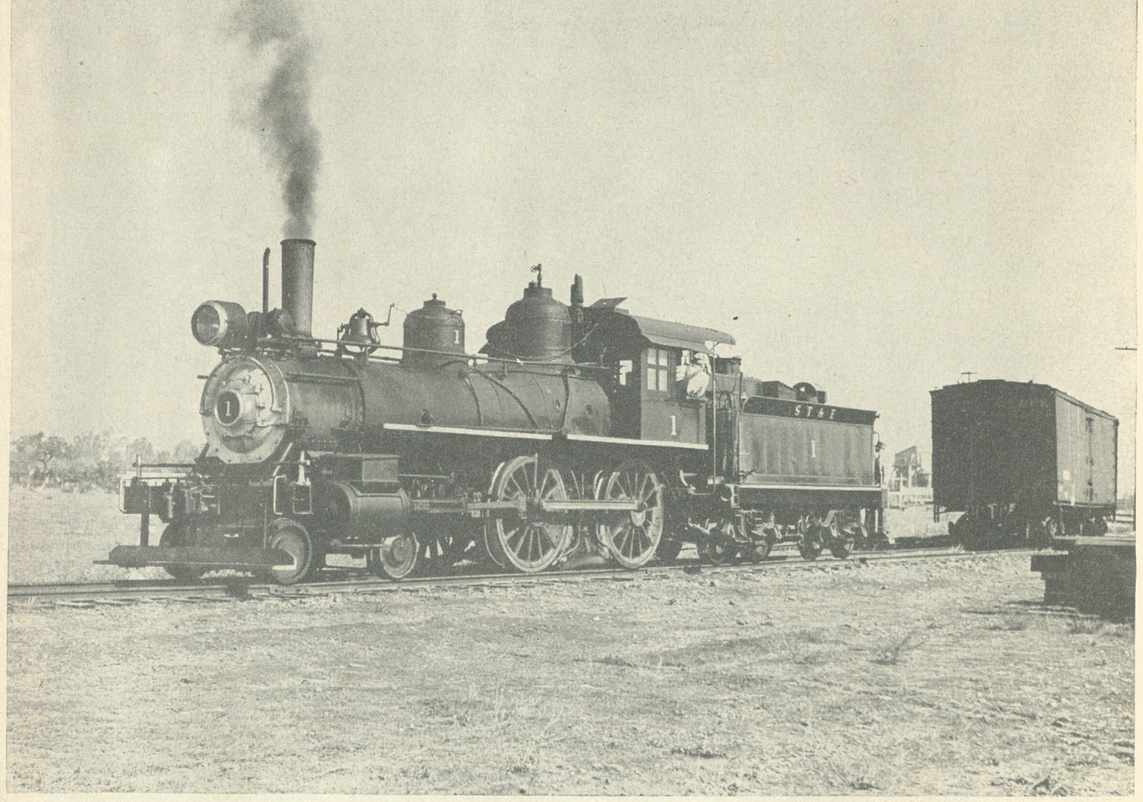
46

SELLER
DATE

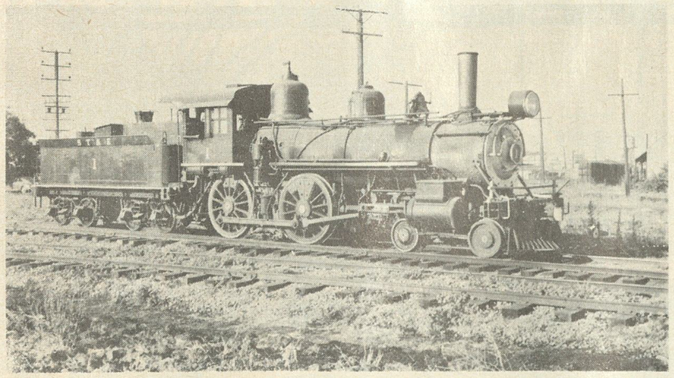
FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

It was only two years after the close of the Civil War that R. Norris and Sons, prominent locomotive builders of that early era, constructed for the Central Pacific Railroad the locomotive pictured on this page as Stockton Terminal & Eastern No. 1. Its original number was 31 followed by 1193 on the Central Pacific, then 1215 and finally 1488 on the Southern Pacific. It went to the ST&E in June of 1909 and was in almost continual active service on that road until 1947 when a diesel was purchased. Altho No. 1 is now relegated to standby duty, it is reputed to be in good mechanical condition and capable of several further years of useful duty. It is thought that she is the oldest standard gauge locomotive in the United States. This photo was taken in July of 1943.





Both photos, Fred H. Matthews, Jr.



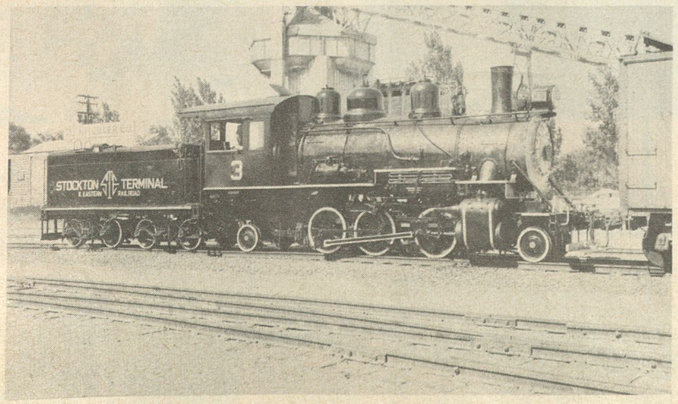
Both photos, Al Rose.

RARE PHOTO shows ST&E's One-spot with a pilot; footboard out front was the rule.

OLD-TIMER LEAVES PAYROLL

As almost every patron of the steam locomotive knows, a California short line has long laid claim to owning the "oldest locomotive in actual service on a U. S. common carrier." The engine of this distinction is Stockton, Terminal & Eastern No. 1, a 4-4-0 built by Norris & Sons in 1867 for the Central Pacific and shipped "around the Horn" before the coolies of the CP had met the Irish of the Union Pacific. She held a name — *Klamath* — and four numbers on the Espee before a contractor bought her in 1908. Since 1913 the One-spot has meandered up and down the light rail of the ST&E, although only as protection power for a diesel after 1947. But she was too good a catch for the locomotive museum at Travel Town in Griffith Park, Los Angeles, so there she went last August. To replace her, ST&E located a jaunty little 2-6-2, built by Baldwin in 1922 for the Dolbeer & Carson Lumber Company and still hauling logs until last year. Overhauled at Western Pacific's Stockton roundhouse, Prairie No. 3 is partial compensation for those who mourn the sight of the "oldest" engine in steam.

ST&E NEWCOMER features power reverse, piston valves, and an unusually big cab.



LOGGERS

Improvisation always characterized timber country operation. At Chemult, Ore., August 31, 1948, Shevlin-Hixon Engine 5's tender-mounted brakeman's cab is, in fact, an old automobile body.

One can obtain some idea of the extent, at one time, of the logging industry in this country by going thru locomotive construction records. Hundreds of engines of various shapes and sizes were built to serve on countless lumber operations. It is interesting to note that the greater percentage of these engines would serve several owners before they were retired.

TABLE OF WEIGHT OF LUMBER. (Board Measure.)

Pine, thoroughly seasoned	3,000 lbs.	per 1,000 ft.
Hemlock, thoroughly seasoned	"	" "
Poplar, thoroughly seasoned	"	" "
Black Walnut, thoroughly seasoned	4,000 lbs.	" "
Ash, thoroughly seasoned	"	" "
Maple, thoroughly seasoned	"	" "
Cherry, thoroughly seasoned	"	" "
Pine, green	"	" "
Hemlock, green	"	" "
Poplar, green	"	" "
Black Walnut, green	4,500 lbs.	" "
Ash, green	"	" "
Maple, green	"	" "
Cherry, green	"	" "
Oak, Hickory and Elm, dry	4,000 lbs.	" "
Oak, Hickory and Elm, green	5,000 lbs.	" "
Shingles, green	375 lbs.	per 1,000
Lath, green	500 lbs.	" "

to Brooks-Scanlon Lbr #5, then Georgia Pacific 2nd #5. Now on static display at Corvallis, Ore.

BALDWIN 1922
c/n 55805

HEISLER Locomotive owned by Bond-Foley Lumber Co., Bond, Ky., handling train of logs on a 13% grade. (See letter at the left.)

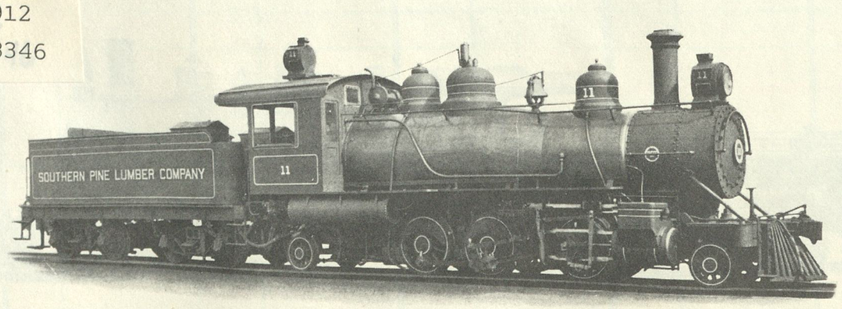
"We have been using our HEISLERS over a switch-back for a number of years. They are powerful and well constructed— there seems to be no part of the HEISLER that gives any trouble.

"We can highly recommend the HEISLER to anyone needing a locomotive to pull heavy loads." F. V. Dabolt, Vice-President, Bond-Foley Lumber Co., Bond, Ky.

Reproduced here in part is a page from the Heisler Locomotive Catalog, circa 1928. Quoting from it, "For such work as switching around industrial plants, hauling logs through the woods over rough track and up steep switchbacks, pulling heavy ore or coal trains from the steam shovels — in heavy hauling of every kind — the Heisler has proven itself the ideal engine."

THE BALDWIN LOCOMOTIVE WORKS

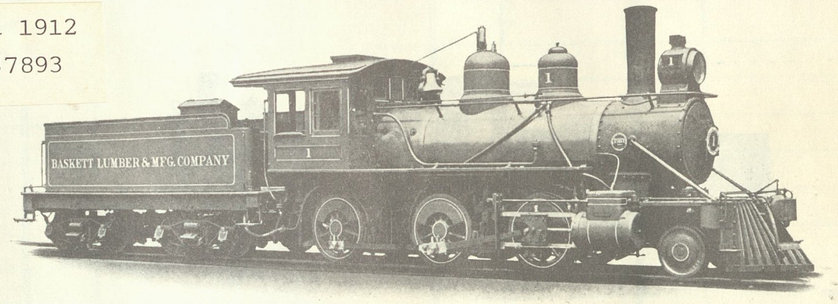
Blt 1912
c/n 38346



Six-Coupled Double-Ender Locomotive for the Southern Pine Lumber Co., Diboll, Texas

THE BALDWIN LOCOMOTIVE WORKS

Built 1912
c/n 37893



Mogul Locomotive for the Baskett Lumber and Manufacturing Co., Fayette, Alabama

Code Word, RECUSAVEL

Class 8-20-D, 145

GENERAL DIMENSIONS

Gauge	4′ 8½″	Heating Surface—Firebox	72 sq. ft.
Cylinders	13″ x 20″	Tubes	536 sq. ft.
Boiler—Diameter	44″	Total	608 sq. ft.
Working Pressure	160 lbs.	Grate Area	11.7 sq. ft.
Fuel	Coal	Driving Wheels—Diameter	42″
Firebox—Length	49⅜16″	Truck Wheels—Diameter	26″
Width	34⅜8″	Wheel Base—Driving	12′ 0″
Tubes—Number	112	Total Engine	18′ 10″
Diameter	2″	Total Engine and Tender	41′ 2″
Length	9′ 2¾″	Weight, Estimated—	
		On Driving Wheels	50,000 lbs.
		Total Engine	62,000 lbs.
		Total Engine and Tender	108,000 lbs.

Tank Capacity	2,000 gals.
Fuel Capacity	6 tons
Service Conditions— Grades, ⅘ of 1 per cent.	
Hauling Capacity in tons of 2,000 pounds, exclusive of engine and tender:	
On a Level	1,175 tons
" ½ per cent. grade	550 tons
" 1 " " "	335 tons
" 2 " " "	170 tons
" 3 " " "	105 tons
" 4 " " "	70 tons
" 5 " " "	45 tons
" 6 " " "	30 tons

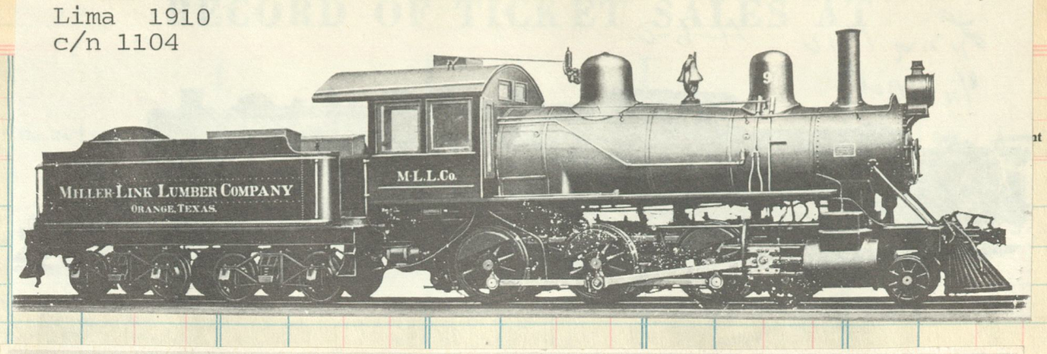
12

Predecessor of the 4449! This vigorous little Eight wheeler, the "C.H.Moore", was the 22nd engine to be built by LIMA. Constructed in 1881 for the 3 ft gauge logging road of Cody & Moore known as the Muskrat Lake & Clam River R.R., 7 miles. Shown here crossing a frozen pond near Lake City, Michigan.

8

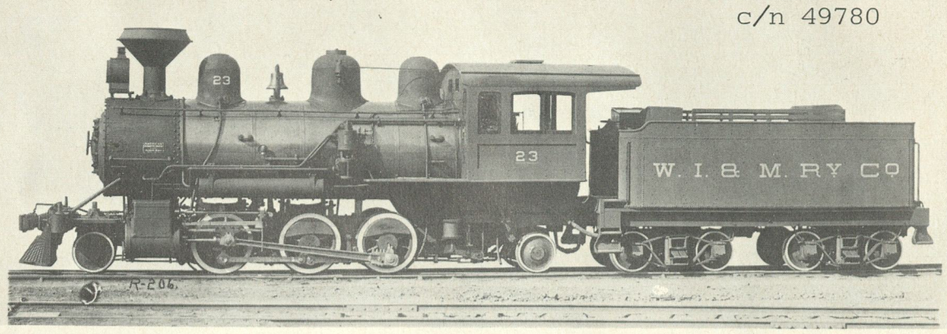
Built by Baldwin in 1909 [c/n 33285] Operated 30 miles of track out of Leavenworth, Wash 1907-1916, then Great Northern Lumber Co 1916 to 1926.

Lima 1910
c/n 1104



Potlatch Lbr Co (Ida)

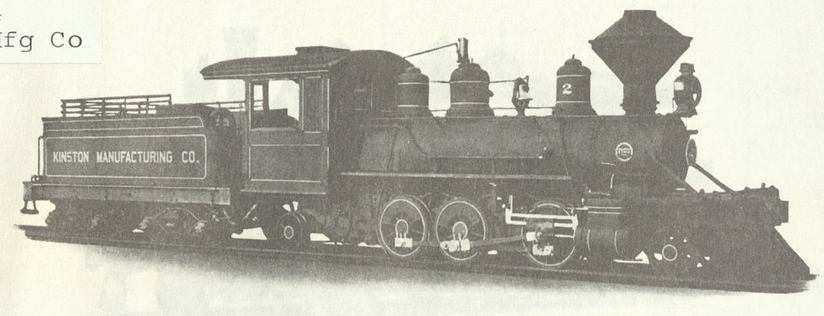
Richmond 1910
c/n 49780



Washington, Idaho & Montana 23 2-6-2 1910 43" 59T-43T

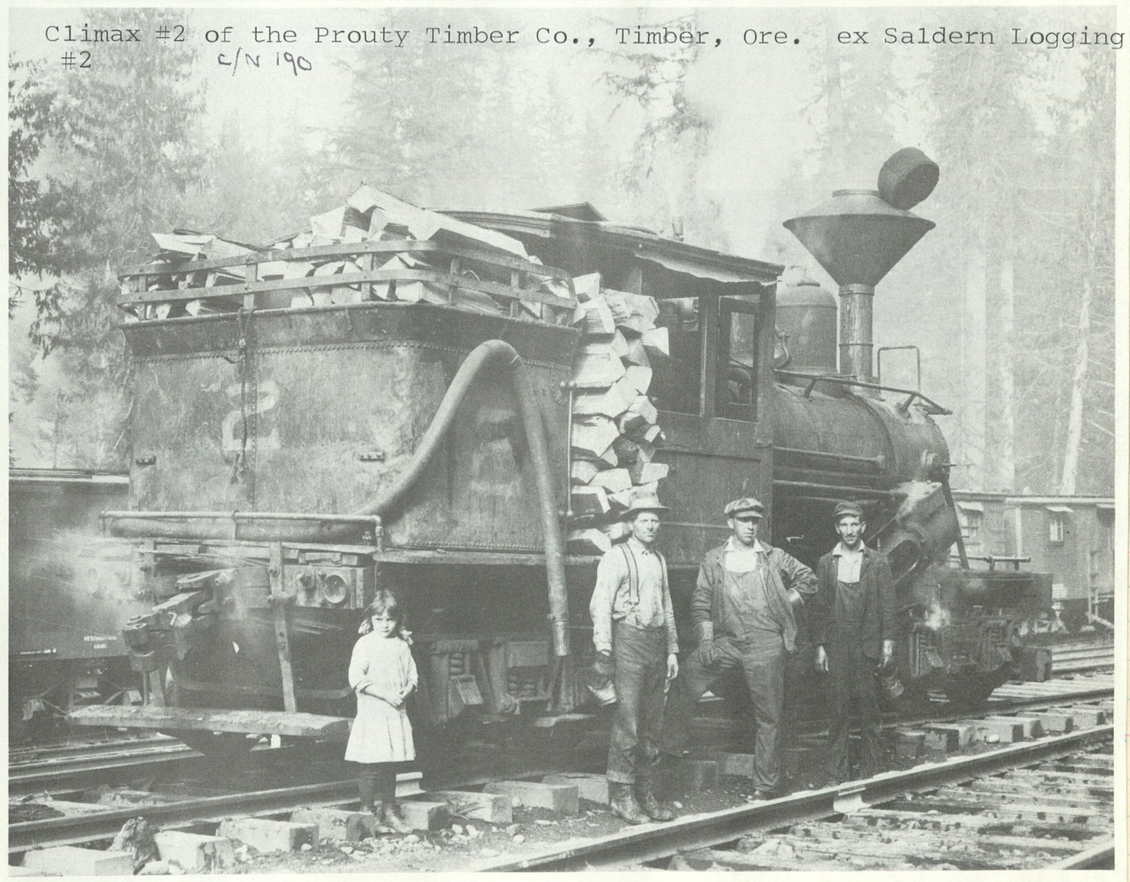
Baldwin 1912
c/n 37414
to Camp Mfg Co

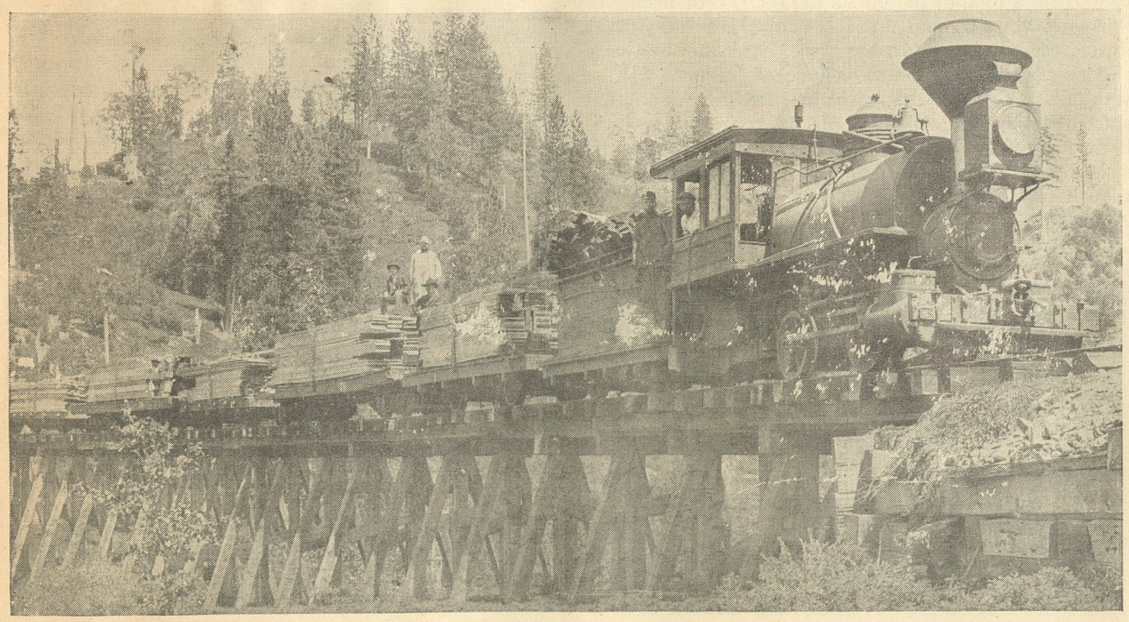
THE BALDWIN LOCOMOTIVE WORKS



Six-Coupled Double-Ender Locomotive for the Kinston Manufacturing Co.
Kinston, North Carolina

Climax #2 of the Prouty Timber Co., Timber, Ore. ex Saldern Logging #2 c/n 190



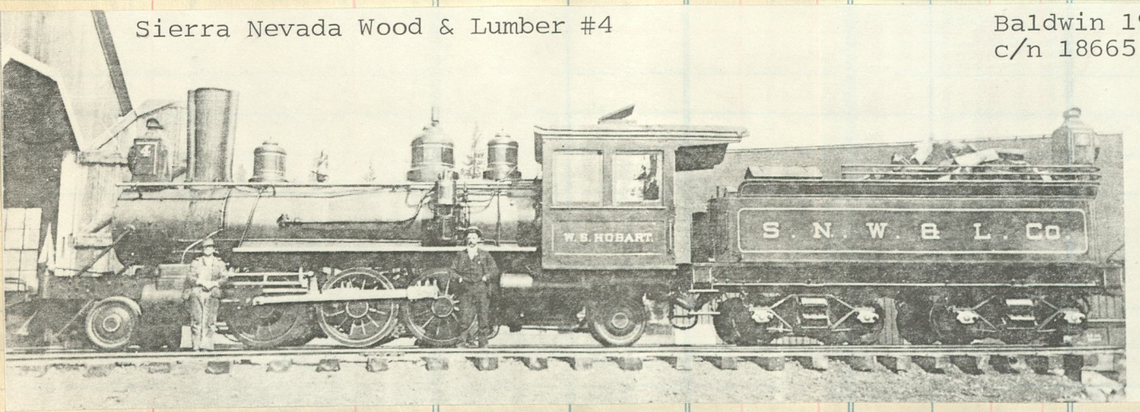


ON A LUMBER ROAD IN CALIFORNIA

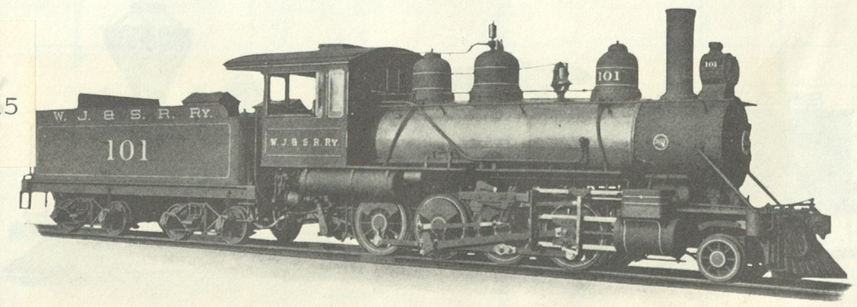
Brother L. D. Courtermarsh, Div. 161, had his first job in 1899 firing on this engine when he was 18 years old. This lumber road was 40 miles long, had five crews logging and hauling lumber, and connected with the Central Pacific at Towle, Cal.

Sierra Nevada Wood & Lumber #4

Baldwin 1901
c/n 18665



Baldwin
1912
c/n 38315



Consolidation Type Locomotive for the Warren, Johnsville and Saline River Ry., Warren, Arkansas

Class 10-26-E, 365 **Code Word, REDACCAO**

GENERAL DIMENSIONS

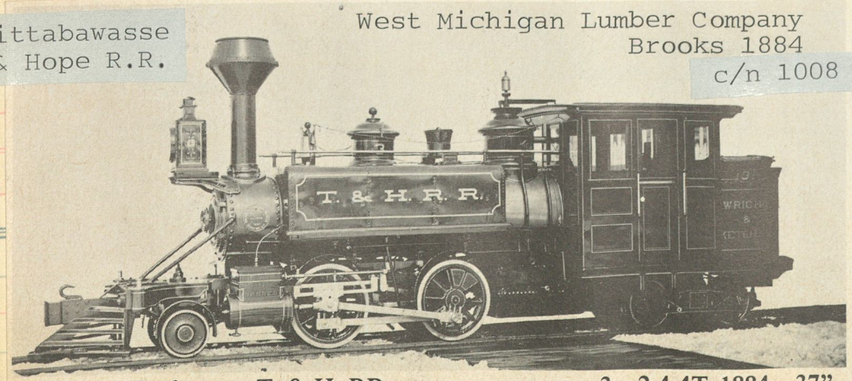
Gauge	4′ 8½″	Heating Surface—Firebox	104 sq. ft.
Cylinders	16″ x 24″	Tubes	1043 sq. ft.
Boiler—Diameter	52″	Total	1147 sq. ft.
Working Pressure	175 lbs.	Grate Area	19.8 sq. ft.
Fuel	Soft Coal	Driving Wheels—Diameter	44″
Firebox—Length	85 11/16″	Truck Wheels—Diameter	26″
Width	33⅜″	Wheel Base—Driving	12′ 3″
Tubes—Number	166	Total Engine	19′ 10″
Diameter	2″	Total Engine and Tender	47′ 3″
Length	12′ 1″	Weight—On Driving Wheels	85,950 lbs.
		Total Engine	98,950 lbs.
		Total Engine and Tender	180,000 lbs.
		Tank Capacity	4,000 gals.
		Fuel Capacity	6 tons

Service Conditions—
Rails, 35 and 45 pounds per yard.
Grades, 3½ and 4 per cent.
Curves, 8 degrees on main line, 20 degrees in yards.
Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

On a Level	2,200 tons
" ½ per cent. grade	1,040 tons
" 1 " " "	635 tons
" 2 " " "	335 tons
" 3 " " "	210 tons
" 4 " " "	140 tons
" 5 " " "	95 tons
" 6 " " "	65 tons

Tittabawasse & Hope R.R.

West Michigan Lumber Company
Brooks 1884
c/n 1008



Wright & Ketcham — T. & H. RR. 3 2-4-4T 1884 37"

Clos. No. | Sold | Amount

WEIGHT OF LOGS

Weight of green logs to scale 1,000 feet, board measure.

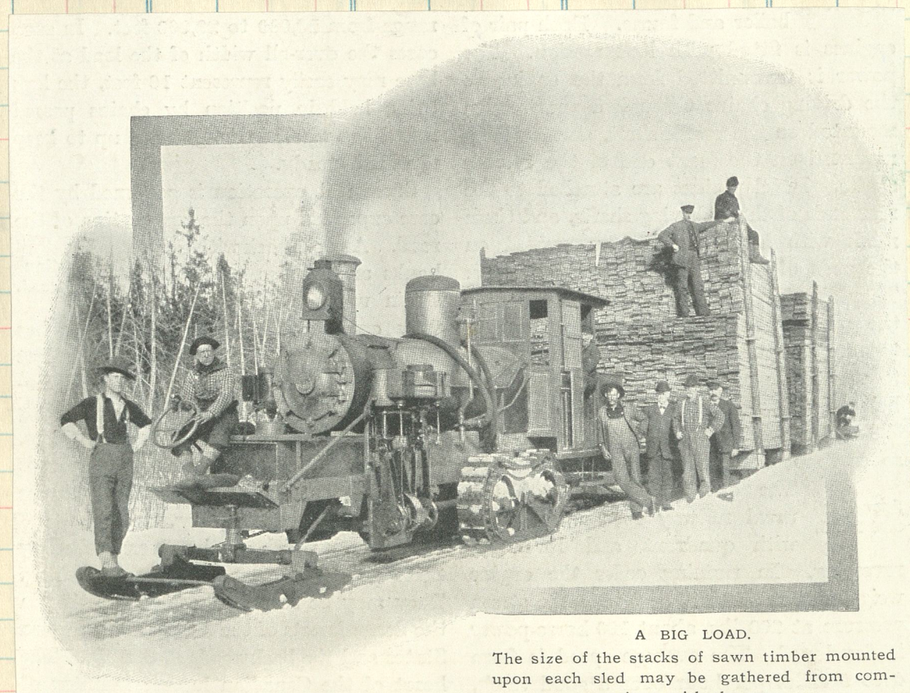
Yellow Pine (Southern)	8,000 to 10,000 lbs.
Norway Pine (Michigan)	7,000 to 8,000 lbs.
off of stump	6,000 to 7,000 lbs.
White Pine (Michigan) out of water	7,000 to 8,000 lbs.
White Pine (Pennsylvania) bark off	5,000 to 6,000 lbs.
Hemlock (Pennsylvania) bark off	6,000 to 7,000 lbs.
Hickory or Sugar Maple	4,500 lbs.
White Oak	3,850 lbs.
Beech, Red Oak or Black Oak	3,250 lbs.
Poplar, Chestnut or Elm	2,350 lbs.
Pine (White or Norway)	2,000 lbs.
Hemlock Bark, dry (1 cord bark got from 1,500 ft. logs)	2,200 lbs.

AN ICE TRAIN AT FULL SPEED.

When the ice track is prepared carefully the train is able to make 8 miles an hour, with a load of 80,000 feet of lumber. On long journeys a water tank is attached to the engine.

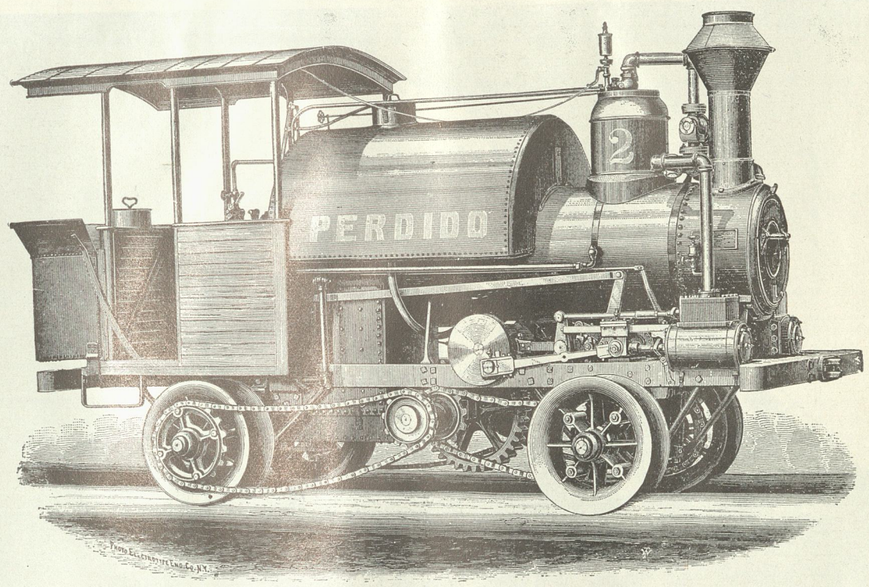
A HEAVY LUMBER TRAIN.

A pilot sits on the front of the locomotive steering the leading runners by means of a wheel.



A BIG LOAD.

The size of the stacks of sawn timber mounted upon each sled may be gathered from comparison with the crew.



POLE ROAD LOCOMOTIVES OF THE EARLY DAYS

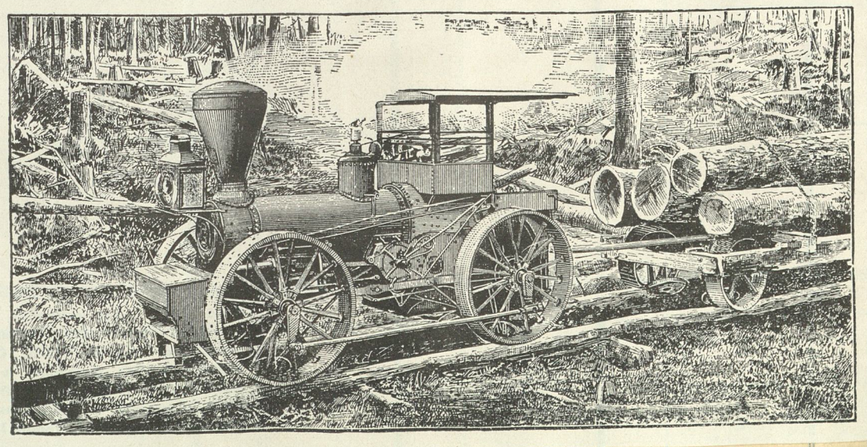
Early logging railroads made use of the most abundant natural resource — trees — in laying their rails. Trees of suitable size were felled, trimmed, and made into a pole road over which trainloads of logs were hauled out of the forest. Permanence of the road was of little moment, as the lumberjacks soon cleared one area and moved on to another.

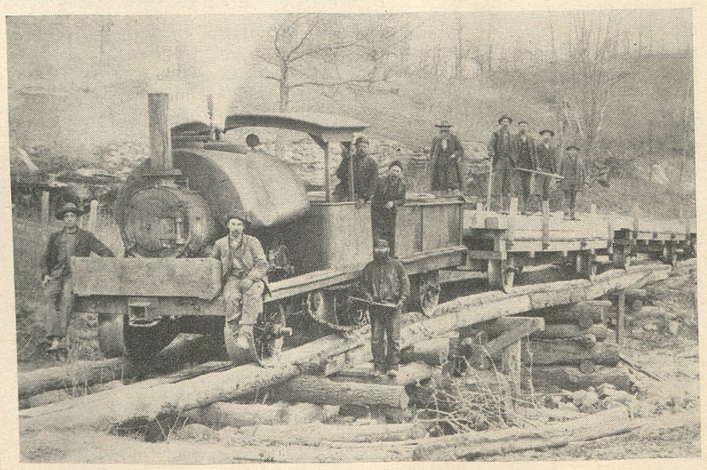
The locomotives pictured on this page are examples of the engines used on pole roads. The *Peridido* had wheels with curved treads, much on the order of today's drop-center automobile wheels, which hugged both poles on both sides and allowed the pole-road builders to dispense with ties. The poles were laid in parallel rows, lap-joined and secured with a 2-inch wooden pin. Poles were cut to 30-foot lengths and varied in diameter from 8 inches to 12 inches.

Driving wheels of the locomotive revolved independently on stationary axles, and power was transmitted to them by means of a chain drive from sprockets on the drive shaft. The *Peridido* was built by the Adams & Price Locomotive & Machine Works, Nashville, Tenn., in 1885. She was immediately put to work at the Wallace, Sanford & Company mill at Wilson's Station, Ala., where she successfully hauled seven cars loaded with three to four logs per car. Her gear ratio was 4½ to 1, which made her very powerful but limited her speed to 5 miles an hour. A similar locomotive, the *Escambia*, pulled trains over 3.7 per cent grades on a pole road at Wallace, Ala.

The locomotive shown at the bottom of the page was a combination traction engine, for use on dirt roads, and locomotive, for use on pole roads. Its four driving wheels had flat treads without flanges. The machine was kept on the track by guide wheels running against the inside surface of the rails. Cars were fitted similarly. The manufacturers, Spangenberg, Pendleton & Company of Warren, O., claimed that the guide wheels were much easier on rails than flange wheels. Poles used in making the railroad had to be tied together at intervals.

This particular Spangenberg-Pendleton locomotive successfully hauled more than 5 million feet of logs over a pole road 14 miles long, at speeds up to 13 miles an hour. The cost of this road, figuring the poles and crossties were "free" because they were made of unmarketable logs, varied from $100 to $500 a mile.

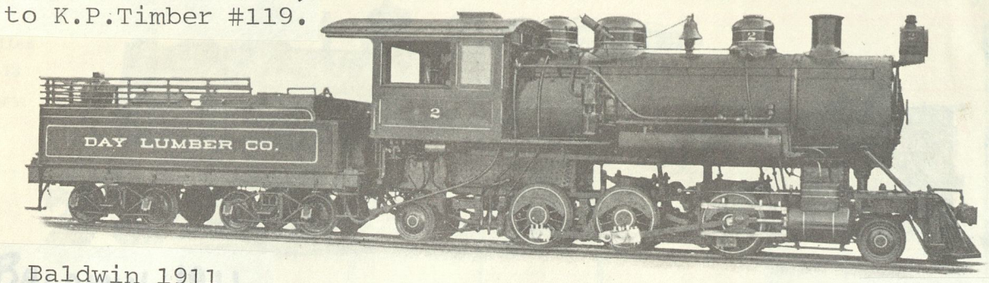




OLD POLE RAILROAD IN CARTER COUNTY, KENTUCKY

Five miles long this road hauled lumber to the old Eastern Kentucky Railroad. The train operated on a log track. The photo was taken near Grayson, Ky., in about 1886. The man in the gangway, elbow on the tender, was Jack Knott, the line's roadmaster, trainmaster and engineer and the elder brother of Charles E. Knott, Div. 4, who submitted the photo.

60 to Columbia & Nehalem River #119, to K.P.Timber #119.



Baldwin 1911

c/n 36044

Six-Coupled Double-Ender Locomotive for the Day Lumber Co., Big Lake, Washington

Class 10-30¼-D, 35

Code Word, REDAMENTO

GENERAL DIMENSIONS

Gauge	4′ 8½″
Cylinders	18″ x 24″
Boiler—Diameter	72″
Working Pressure	160 lbs.
Fuel	Oil
Firebox—Length	89 11/16″
Width	41 7/8″
Tubes—Number	255
Diameter	2″
Length	12′ 6″
Heating Surface—Firebox	145 sq. ft.
Tubes	1657 sq. ft.
Total	1802 sq. ft.
Grate Area	26.1 sq. ft.
Driving Wheels—Diameter	44″
Truck Wheels—Front, Diameter	28″
Back, Diameter	28″
Wheel Base—Driving	11′ 0″
Total Engine	26′ 7″
Total Engine and Tender	49′ 2¼″
Weight, Estimated—	
On Driving Wheels	103,000 lbs.
Total Engine	133,000 lbs.
Total Engine and Tender	205,000 lbs.
Tank Capacity—Water	3,500 gals.
Oil	1,200 gals.

Service Conditions—
Curves, 25 degrees.
Maximum grade, 5 per cent.

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

On a Level	2,610 tons
" ½ per cent. grade	1,230 tons
" 1 " " "	755 tons
" 2 " " "	395 tons
" 3 " " "	250 tons
" 4 " " "	170 tons
" 5 " " "	120 tons
" 6 " " "	85 tons

42

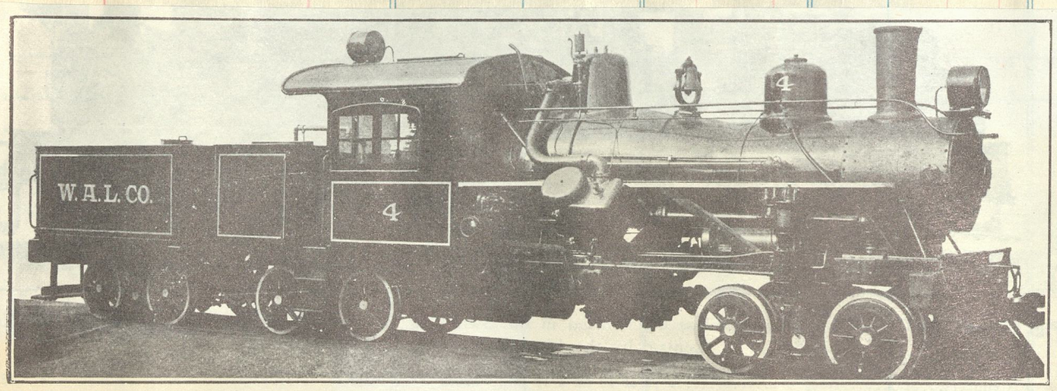
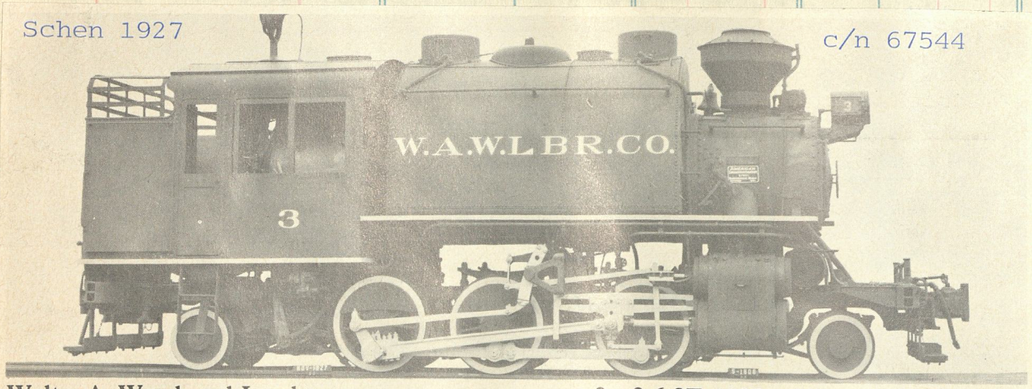


Fig. 2548—Heisler Geared Locomotive for Logging Service. Equipped with Electric Headlight and Air Brakes for Locomotive and Train. Weight, 85 ton; Three-truck, Twelve-driver, Diamond Frame Construction. Built for Wisconsin-Alabama Lumber Company, by the Heisler Locomotive Works.

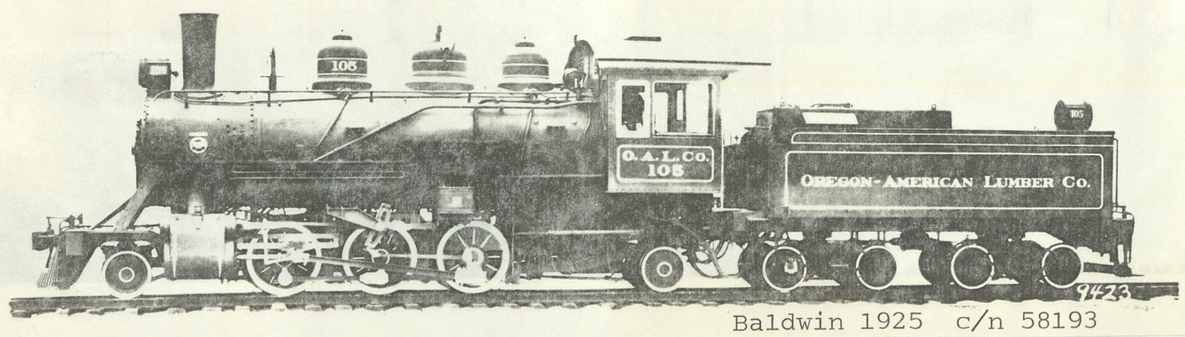
Schen 1927

c/n 67544



Walter A. Woodward Lumber	3	2-6-2T	1927	44"	66T

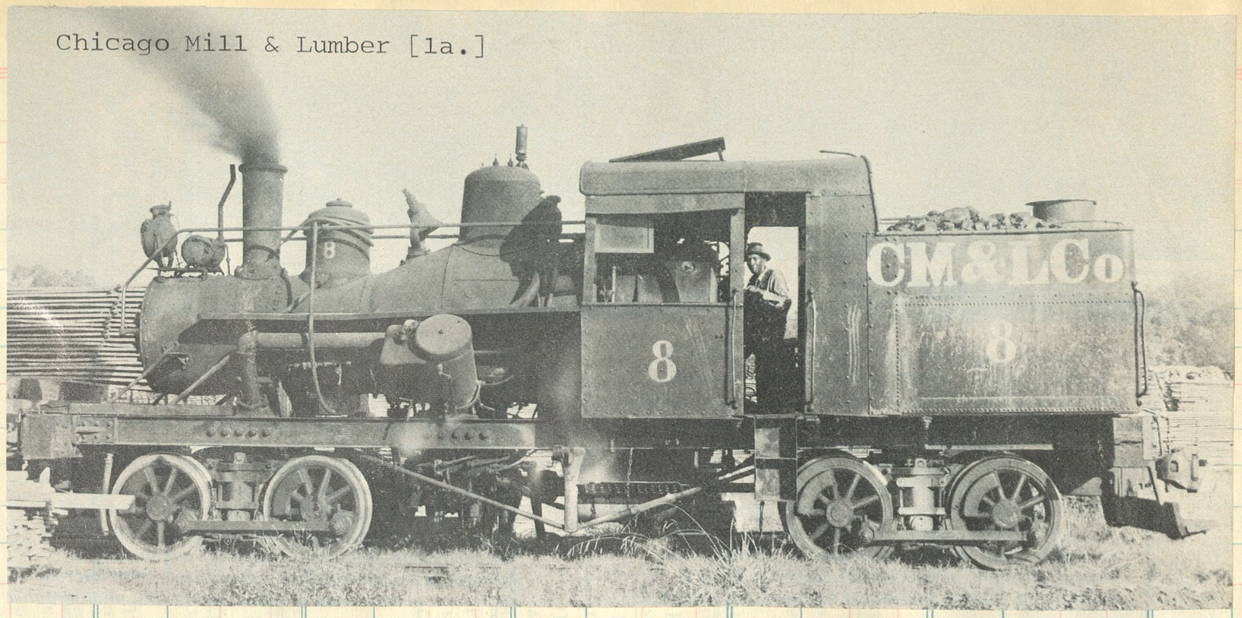
At Cottage Grove, Ore 14 miles 1925-1942

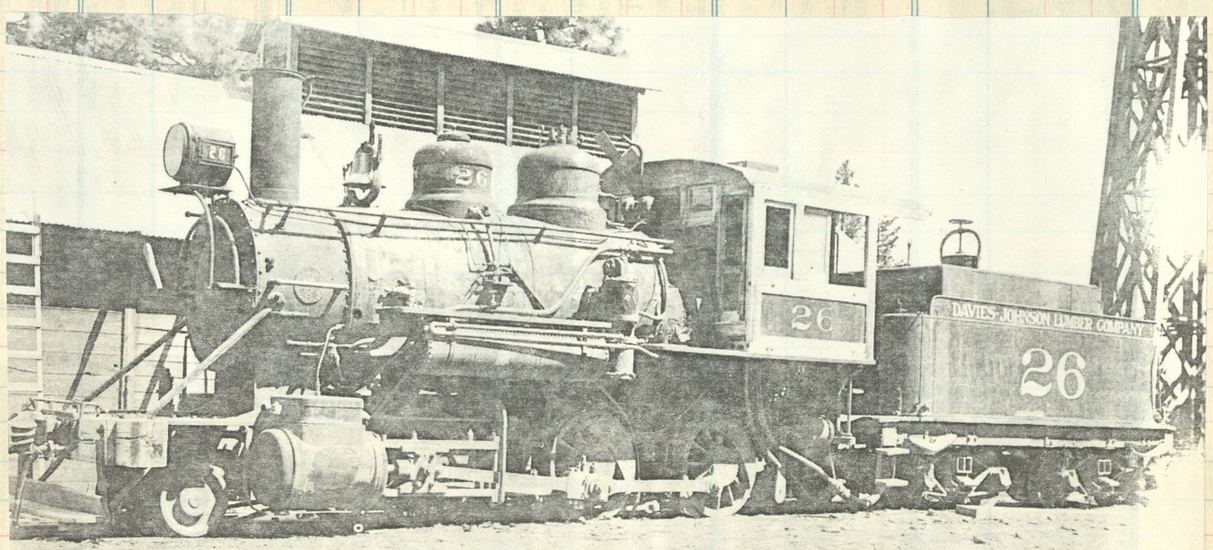


Baldwin 1925 c/n 58193

Baldwin 1929 c/n 60870. For history see Southwest Lumber Mills #12 on Page 52

Chicago Mill & Lumber [1a.]

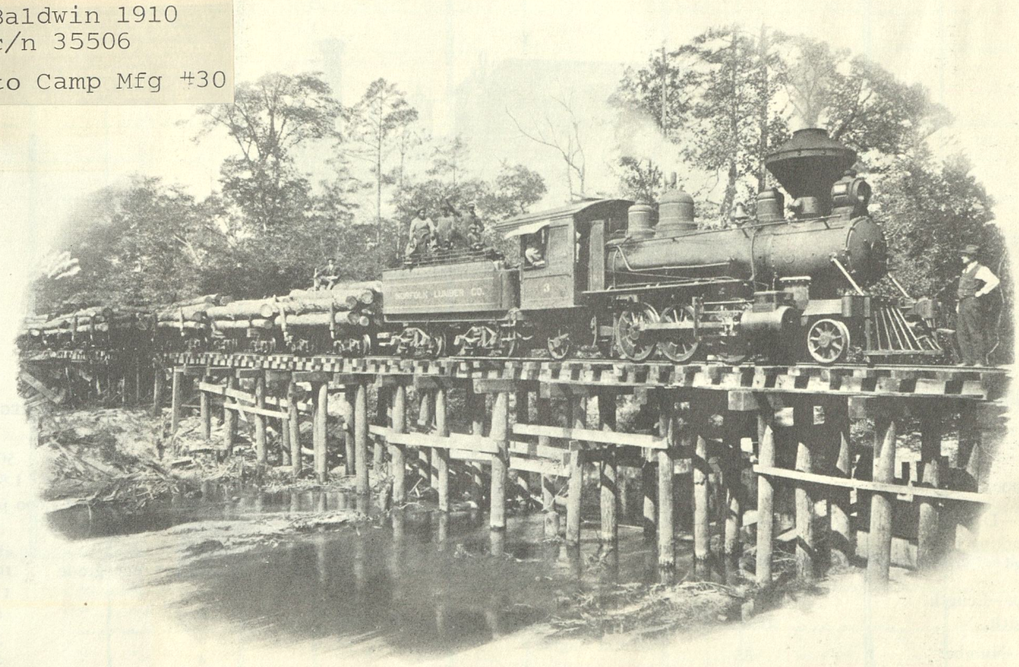




Davies-Johnson Lbr (Calpine, Calif) #26. Built in 1908 by Baldwin c/n 32646, as Ocean Shore #6, then Sierra Ry #26, to D-J Lbr in 1924

Baldwin 1910
c/n 35506

to Camp Mfg #30



DOUBLE-ENDER LOGGING LOCOMOTIVE IN SERVICE. THE NORFOLK LUMBER CO., WALLACE, N. C.

LLC #100 built by Porter 1914, c/n 5572. To Long Leaf Lbr. Wrecked 1935 and scrapped

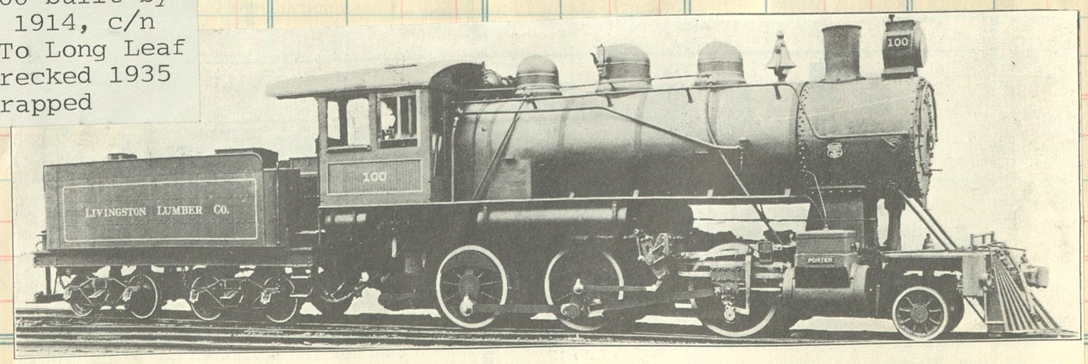
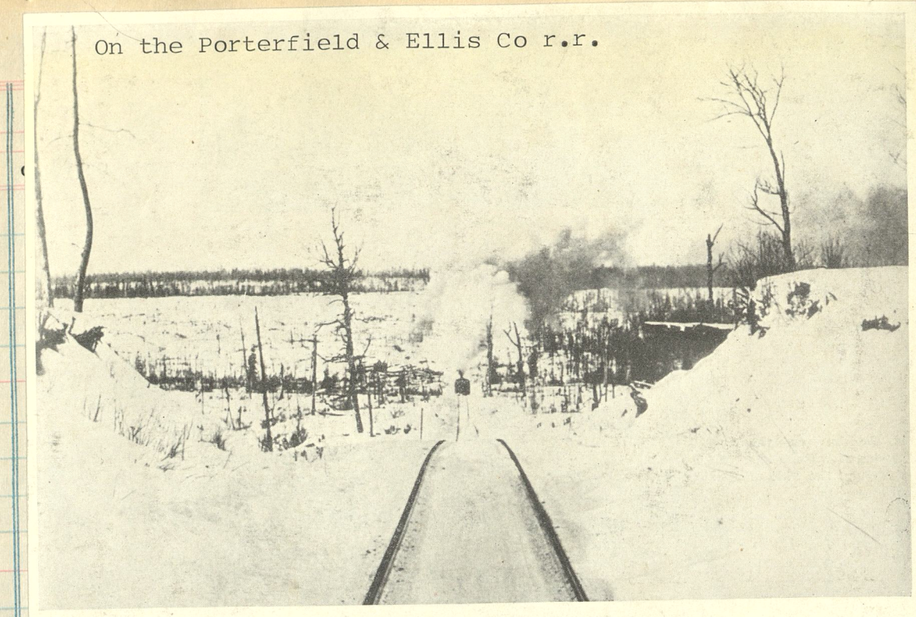


Fig. 53—Mogul (2-6-0) Locomotive for Logging Service. Built for Livingston Lumber Co. by the H. K. Porter Company.

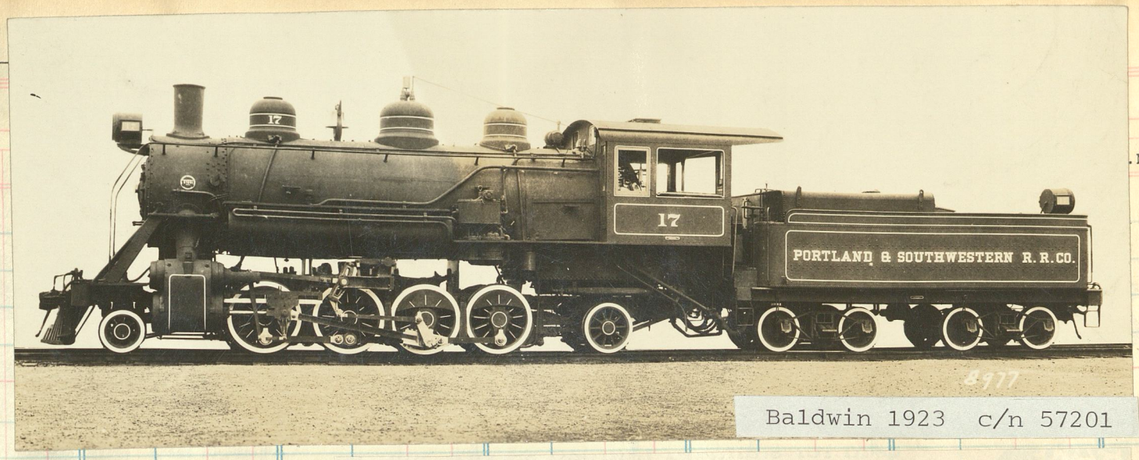
Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,882.7 sq. ft.
Cylinders	20 in. x 26 in.	Heating Surface, Firebox	141.8 sq. ft.
Steam Pressure	180 lbs.	Heating Surface, Total	2,024.5 sq. ft.
Diam. of Drivers	52 in.	Grate Area	40 sq. ft.
Tractive Effort	30,600 lbs.	Weight on Drivers	124,000 lbs.
Rigid Wheel Base	14 ft.	Weight, Total	141,000 lbs.
Total Wheel Base	22 ft. 4 in.	Fuel	Soft coal

Clos. No. | Sold | Amount

Sold | No. | Sold | Amount



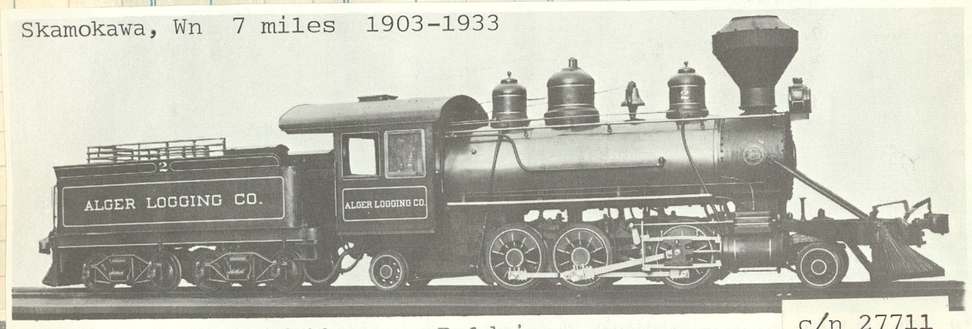
Crossing the Ontonagon River Valley (Mich.)



Baldwin 1923 c/n 57201

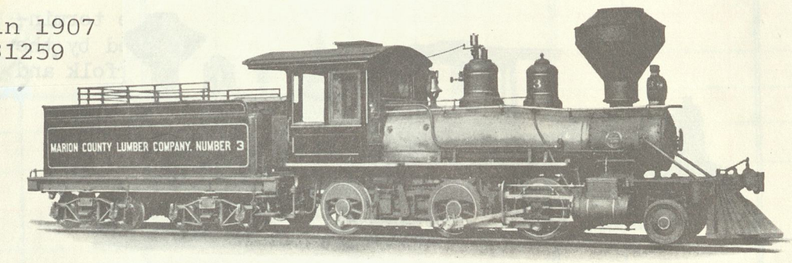
to Clark & Wilson #17, then Valley & Siletz #17

Skamokawa, Wn 7 miles 1903-1933



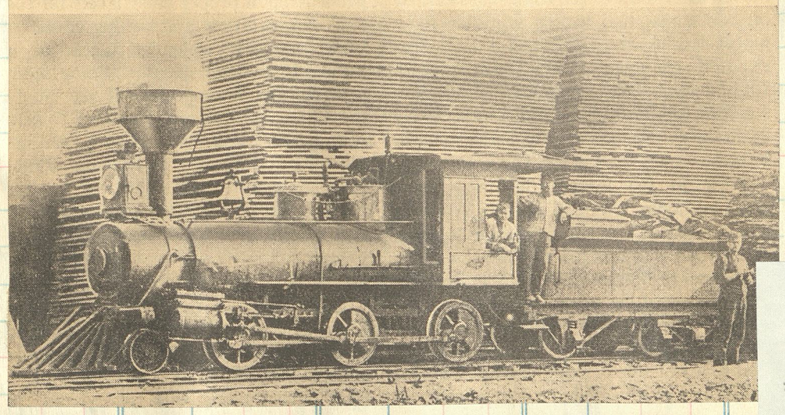
Alger Logging Co. #2, 1906, 2-6-2 type Baldwin c/n 27711

Baldwin 1907
c/n 31259



Mogul Locomotive for the Marion County Lumber Co., Marion, South Carolina

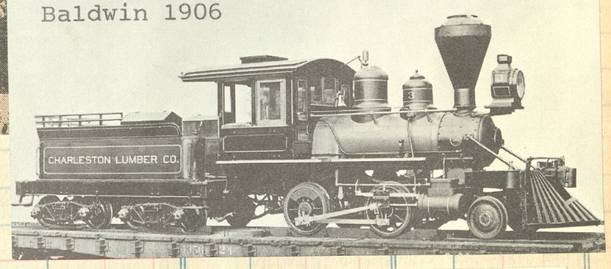
BEAR LAKE & EASTERN. Narrow-gage *Mogul* on Michigan's west shore in 1895 ran 16-mile route from Pierpont to Henry in Manistee County. Pike folded up many years ago

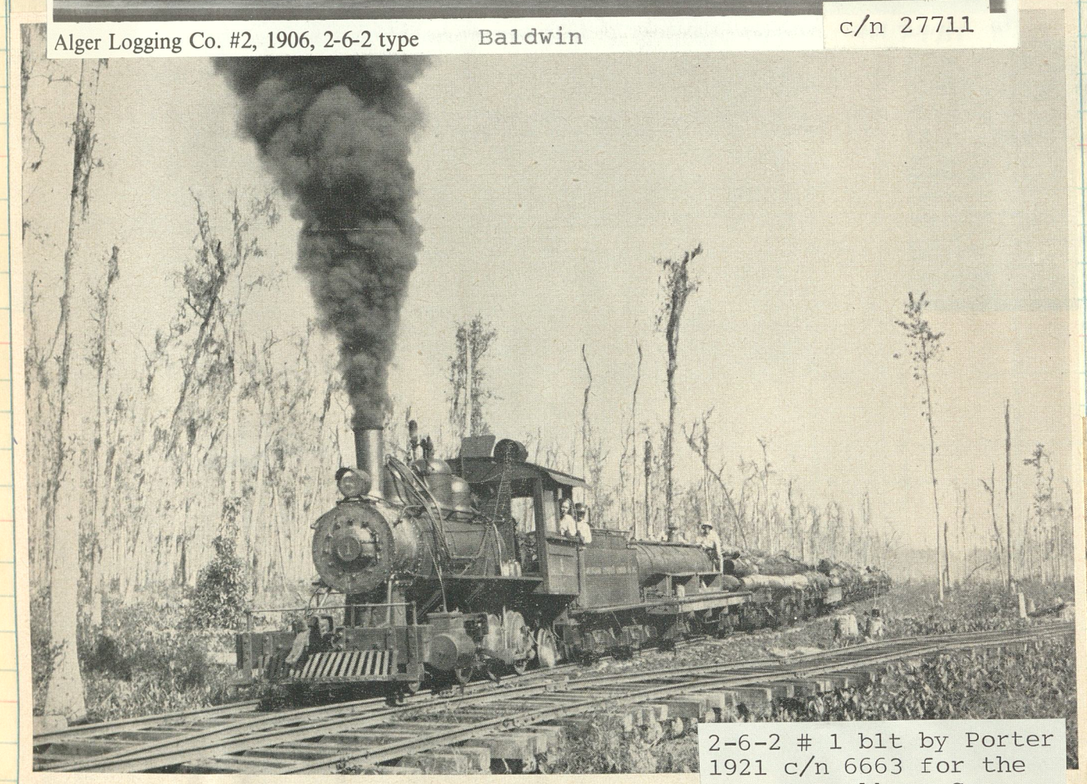


Hopkins Mfg Co B.L.& E.
2-6-0 at Bear Lake. Blt
by LIMA 1882 c/n 32

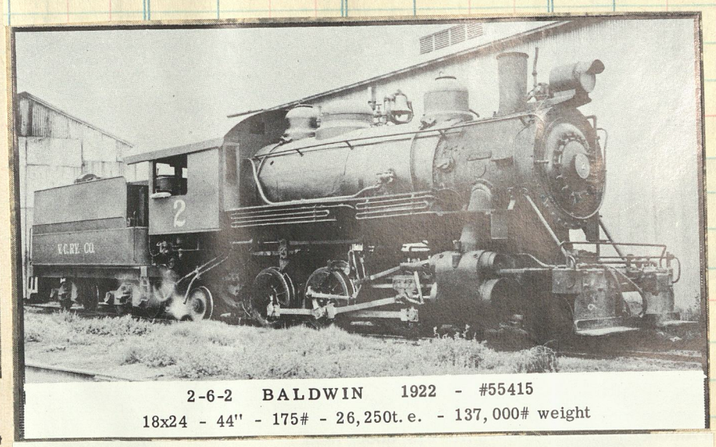
Charleston Lbr #3
c/n 28398
to SI&E #1260
to Baskett Lbr in 1918

Baldwin 1906





2-6-2 # 1 blt by Porter
1921 c/n 6663 for the
Joseph Rathbone Co

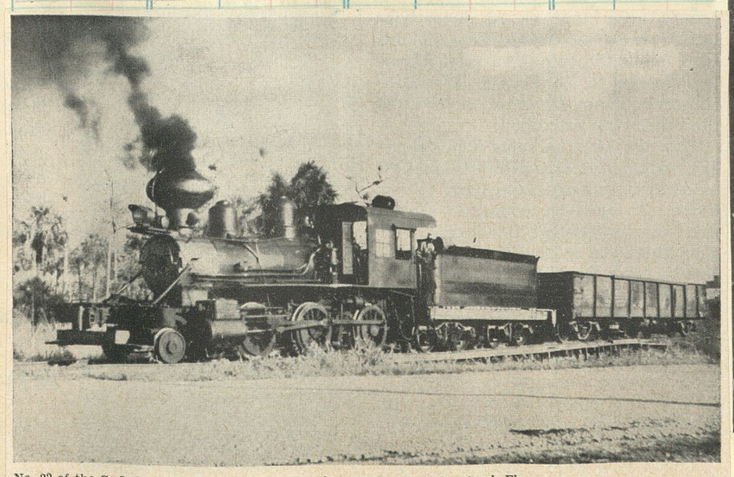


2-6-2 BALDWIN 1922 - #55415
18x24 - 44" - 175# - 26,250t. e. - 137,000# weight

Built for the Pacific States Lumber
as #107, sold to Cascade Lumber #107
and last as Venture County #2.

If Louisiana Cypress Lumber maintains its present rate of cutting out the swampland's timber, sights like this along its railroad will last for another five years at least. Terrain prohibits truck log-carrying.

A freshly laid spur wavers its way out between the tall, moss-covered cypress of the Louisiana swampland. Ties are laid across five tiers of logs for support. Prairie type No. 1 can make 30 miles an hour here.

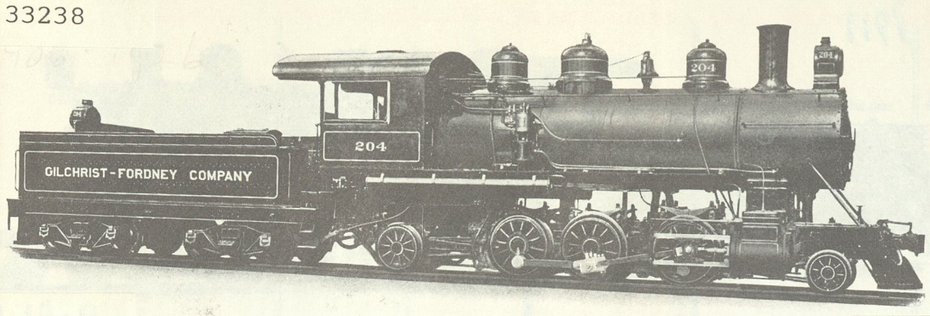


No. 22 of the C. J. Jones Lumber Company was photographed near Copeland, Fla.

On the Oconto Company's Railroad (Wis.)

Baldwin 1909
c/n 33238

THE BALDWIN LOCOMOTIVE WORKS



Six-Coupled Double-Ender Locomotive for the Gilchrist-Fordney Co., Laurel, Mississippi

Class 10-34¼-D, 47

Code Word, REDAMNAMUS

GENERAL DIMENSIONS

Gauge	4′ 8½″
Cylinders	20″ x 24″
Boiler—Diameter	68″
Working Pressure	160 lbs.
Fuel	Soft Coal
Firebox—Length	78 3/16″
Width	66⅛″
Tubes—Number	294
Diameter	2″
Length	15′ 0″
Heating Surface—Firebox	128 sq. ft.
Tubes	2299 sq. ft.
Total	2427 sq. ft.
Grate Area	35.8 sq. ft.
Driving Wheels—Diameter	48″
Truck Wheels—Front, Diameter	28″
Back, Diameter	36″
Wheel Base—Driving	10′ 0″
Total Engine	26′ 0″
Total Engine and Tender	51′ 11½″
Weight—On Driving Wheels	112,500 lbs.
Total Engine	142,100 lbs.
Total Engine and Tender	232,000 lbs.
Tank Capacity	4,500 gals.
Fuel Capacity	6 tons

Service Conditions—
Curves, 14 degrees.

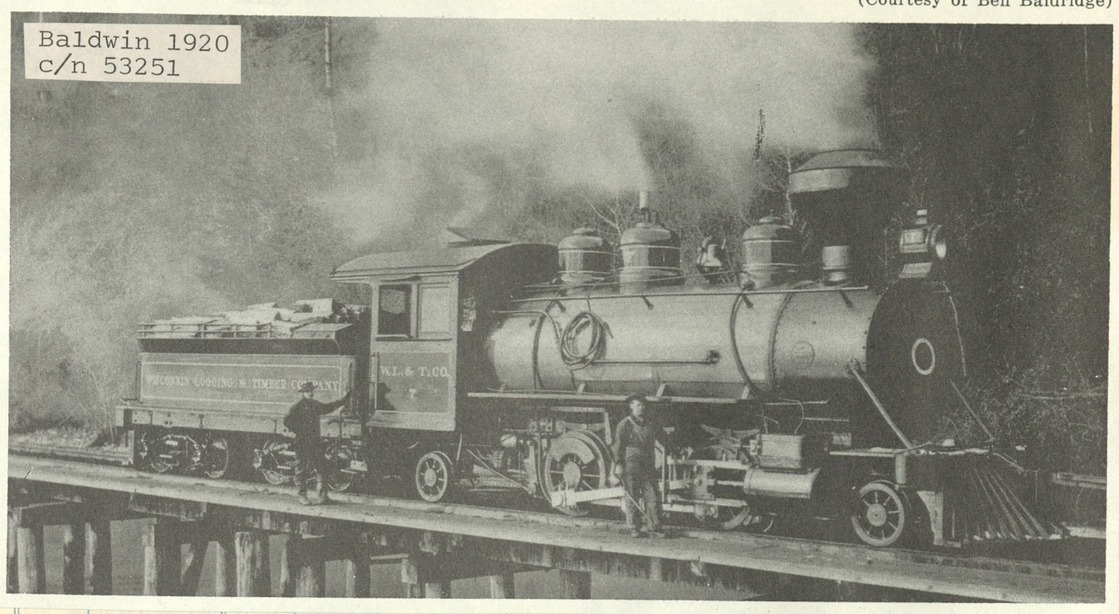
Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

On a Level	2,880 tons
" ½ per cent. grade	1,355 tons
" 1 " " "	830 tons
" 2 " " "	435 tons
" 3 " " "	275 tons
" 4 " " "	185 tons
" 5 " " "	130 tons
" 6 " " "	90 tons

Amount

WOODBURNING PRAIRIE TYPE, No. 7 of the Wisconsin Logging & Timber Co. was a sturdy Baldwin, shown here at a log dump near Oak Point, Washington. Her owners formerly logged in Wisconsin before following the timber trail to the Pacific Northwest.
(Courtesy of Ben Baldridge)

Baldwin 1920
c/n 53251



Sold | Amount

Built 1917 c/n 45248
to Columbia & Cowlitz #102

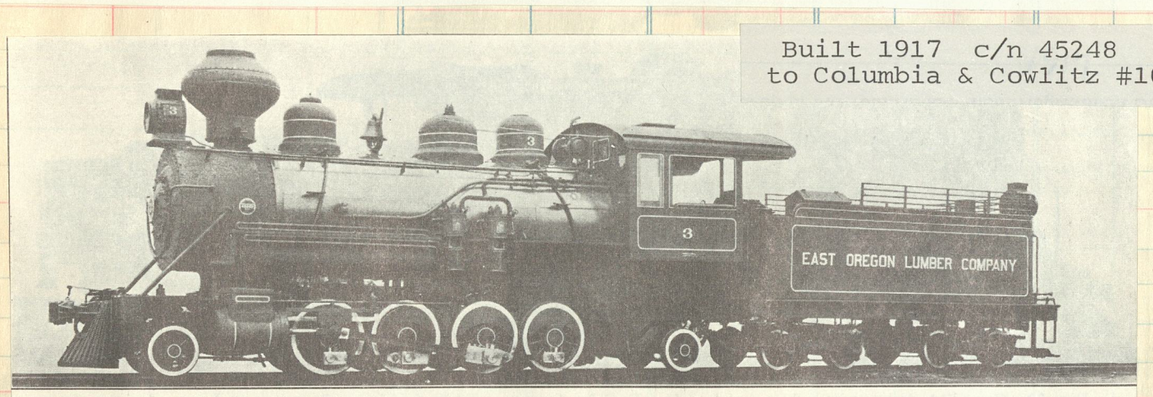


Fig. 81—Mikado (2-8-2) Locomotive for Logging Service. Built for East Oregon Lumber Co. by the Baldwin Locomotive Works.

Gage	4 ftt. 8½ in.	Heating Surface, Tubes	1,968 sq. ft.
Cylinders	18 in. x 24 in.	Heating Surface, Firebox	140 sq. ft.
Steam Pressure	180 lbs.	Heating Surface, Total	2,108 sq. ft.
Diam. of Drivers	44 in.	Grate Area	25.5 sq. ft.
Tractive Effort	27,000 lbs.	Weight on Drivers	111,000 lbs.
Rigid Wheel Base	12 ft. 1 in.	Weight, Total	139,000 lbs.
Total Wheel Base	27 ft. 3 in.	Fuel	Wood

Built 1907
c/n 32436

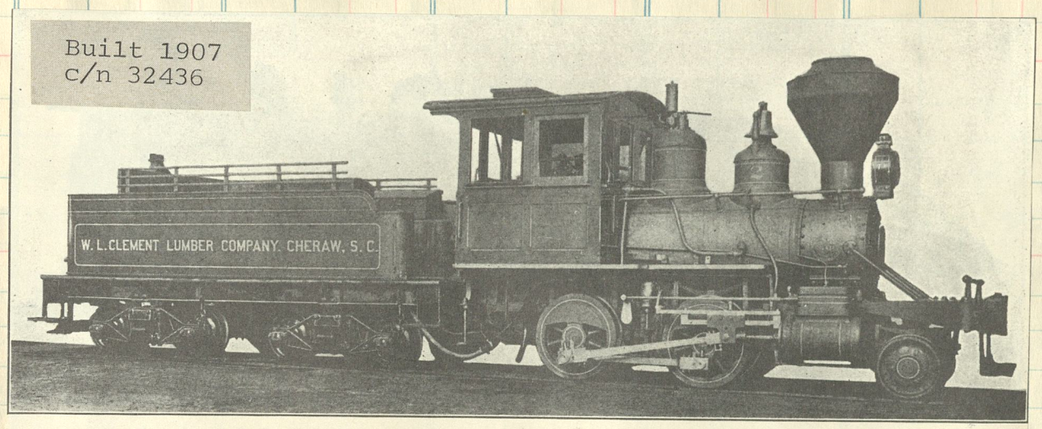


Fig. 33—Four-Coupled (2-4-0) Locomotive. Built for W. L. Clement Lumber Co. by Baldwin Loco. Wks. Cyls., 11 in. x 16 in. Steam Pres., 160 lbs. Dia. Drivers, 37 in. Tractive Effort, 7,116 lbs. Total Heat. Sur., 270.8 sq. ft. Grate Area, 10.7 sq. ft. Rigid Wheel Base, 4 ft. 8 in. Total Eng. Wheel Base, 11 ft. 3 in. Wt. on Drivers, 31,650 lbs. Total Wt. of Eng., 39,150 lbs. Fuel, Wood.

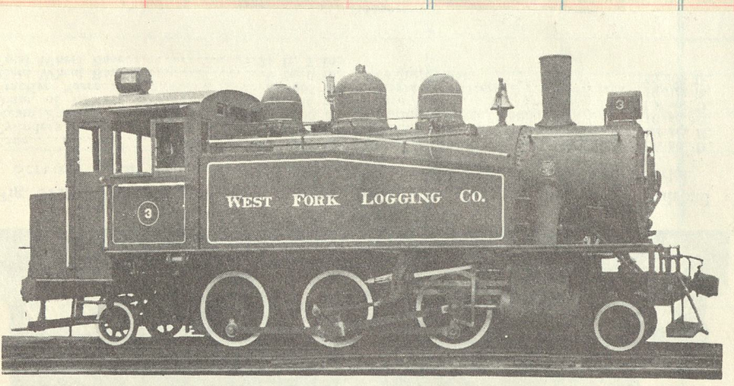
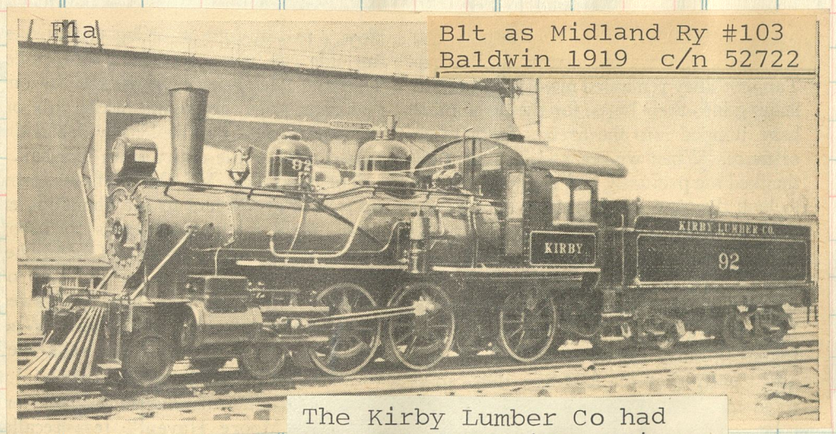


Fig. 3191—Type 2-6-2 Side Tank Locomotive for Freight and Logging Service. Built for West Fork Logging Company by the H. K. Porter Company.

Gage	4 ft. 8½ in.	Total wheel base	25 ft. 2 in.
Cylinders	17 in. x 24 in.	Heating surface	1,366 sq. ft.
Steam pressure	180 lb.	Grate area	21.25 sq. ft.
Diam. of drivers	44 in.	Weight on drivers	106,000 lb.
Tractive force	24,115 lb.	Weight of engine	135,000 lb.
Driving wheel base	11 ft. 0 in.	Fuel	Oil

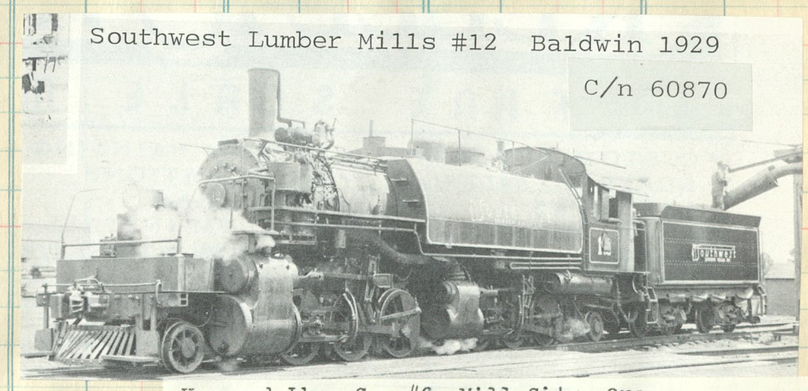
Fla

Blt as Midland Ry #103
Baldwin 1919 c/n 52722



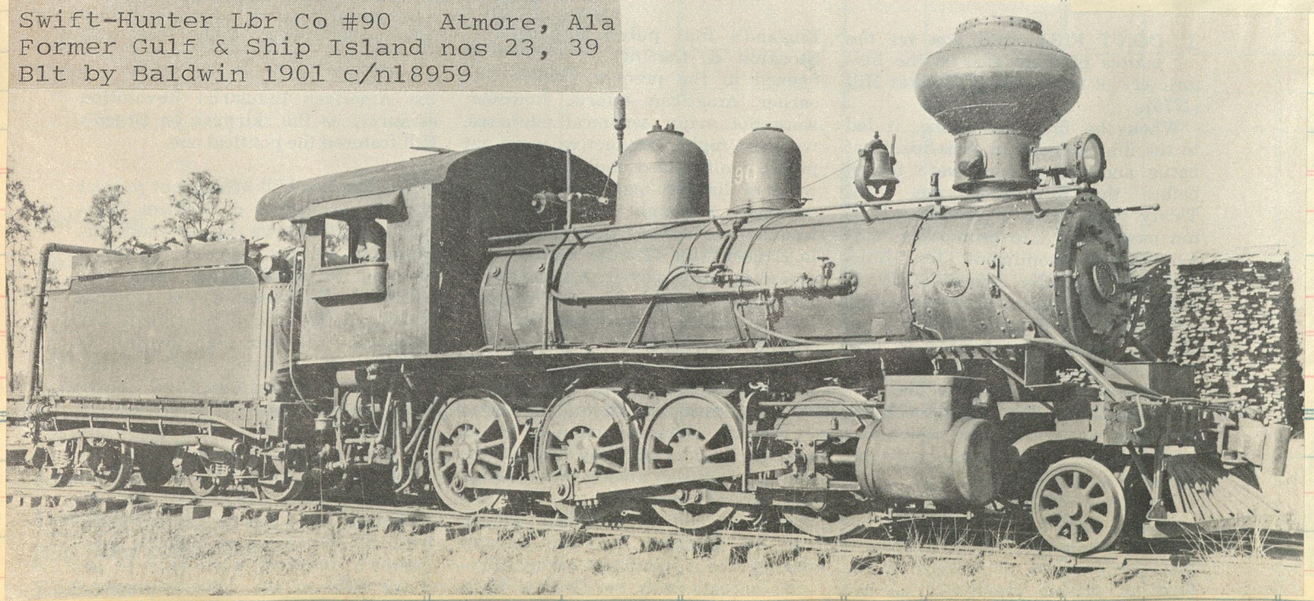
The Kirby Lumber Co had several operations going in the "Great & Sovereign Republic of Texas". This pretty 10 wheeler stands ready for service after being reblt by the Georgia Car & Locomotive Co.

Southwest Lumber Mills #12 Baldwin 1929
C/n 60870

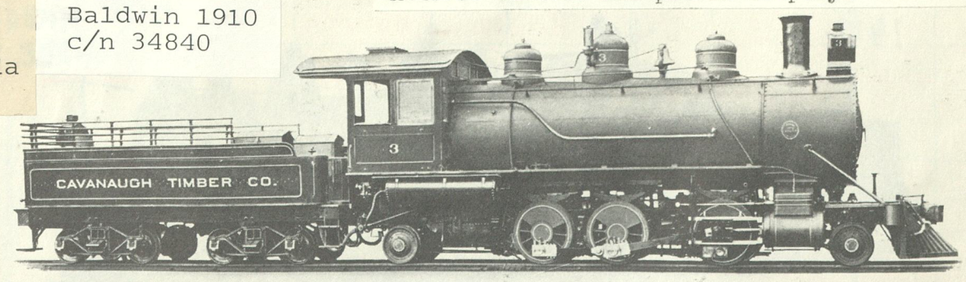


Hammond Lbr. Co. #6, Mill City, Ore.
Hammond Redwood Co. #12, Samoa, Cal.
Arcata & Mad River RR. #12, Arcata, Cal.
Southwest Lbr. Mills #12, Flagstaff, Ariz., 2/56.
Southwest Forest Industries #12, Flagstaff, Ariz.
Retired in 1959 and put on display.

Swift-Hunter Lbr Co #90 Atmore, Ala
Former Gulf & Ship Island nos 23, 39
Blt by Baldwin 1901 c/n18959



Baldwin 1910
c/n 34840



c/n 34840

Six-Coupled Double-Ender Locomotive for Rucker Brothers, Hartford, Washington

Class 10-28¼-D, 31

Code Word, REDAMNABIS

GENERAL DIMENSIONS

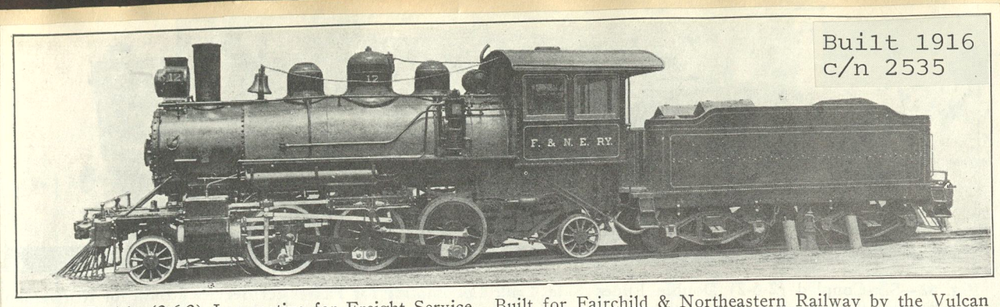
Gauge	4′ 8½″
Cylinders	17″ x 24″
Boiler—Diameter	74″
Working Pressure	180 lbs.
Fuel	Wood
Firebox—Length	67 3/16
Width	34⅜
Tubes—Number	310
Diameter	2″
Length	14′ 1″
Heating Surface—Firebox	129 sq. ft.
Tubes	2272 sq. ft.
Total	2401 sq. ft.
Grate Area	15.8 sq. ft.
Driving Wheels—Diameter	44″
Truck Wheels—Front, Diameter	28″
Back, Diameter	28″
Wheel Base—Driving	10′ 6″
Total Engine	26′ 7″
Total Engine and Tender	49′ 7½″
Weight, Estimated—	
On Driving Wheels	98,000 lbs.
Total Engine	134,000 lbs.
Total Engine and Tender	205,000 lbs.
Tank Capacity	3,500 gals.
Fuel Capacity	4 Cords

Service Conditions—
Maximum grades, 6 per cent.
Curves, 25 degrees.
Rails, 56 and 60 pounds per yard.

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

On a Level	2,510 tons
" ½ per cent. grade	1,180 tons
" 1 " " "	720 tons
" 2 " " "	380 tons
" 3 " " "	235 tons
" 4 " " "	160 tons
" 5 " " "	110 tons
" 6 " " "	75 tons

Later sold to Conner Lbr & Land Co., to Leona & Northern #4



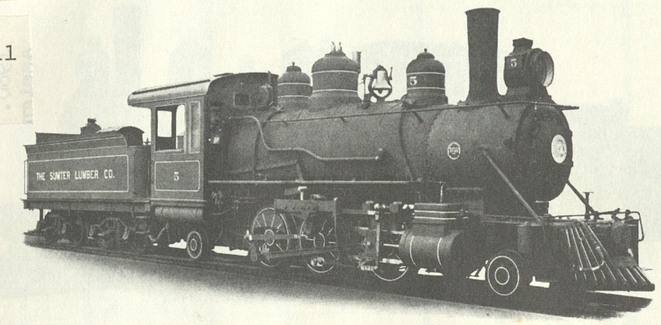
Built 1916
c/n 2535

Fig. 59—Prairie (2-6-2) Locomotive for Freight Service. Built for Fairchild & Northeastern Railway by the Vulcan Iron Works. (Wis)

Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,352 sq. ft.
Cylinders	16 in. x 24 in.	Heating Surface, Firebox	78 sq. ft.
Steam Pressure	200 lbs.	Heating Surface, Total	1,430 sq. ft.
Diam. of Drivers	48 in.	Grate Area	18.6 sq. ft.
Tractive Effort	21,760 lbs.	Weight on drivers	78,000 lbs.
Rigid Wheel Base	9 ft. 6 in.	Weight, Total	109,600 lbs.
Total Wheel Base	24 ft. 6 in.	Fuel	Soft coal

Twin Falls Logging #101
Baldwin 1912 c/n 37539
to Weyerhaeuser #101
to Red River Lbr #101
to Fruit Growers #101

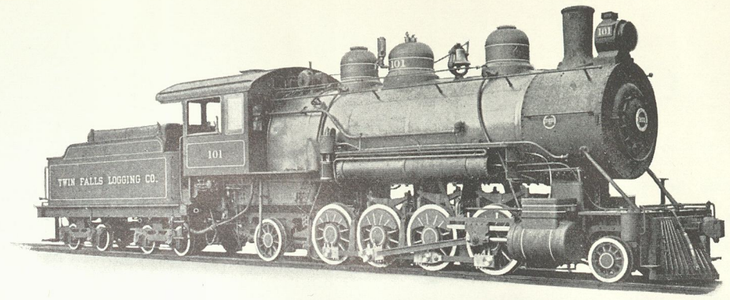
Baldwin 1911
c/n 37160



Six-Coupled Double-Ender Locomotive for the Sumter Lumber Co., Electric Mills, Mississippi

THE BALDWIN LOCOMOTIVE WORKS

53



Mikado Type Locomotive for the Twin Falls Logging Co., Yacolt, Washington

Baldwin 1912

Class 12-34¼-E, 17

Code Word, REDANHO

Gauge	4′ 8½″
Cylinders	20½″ x 28″
Boiler—Diameter	74″
Working Pressure	170 lbs.
Fuel	Oil
Firebox—Length	90 3/16″
Width	66″
Tubes—Number	350
Diameter	2″
Length	16′ 6″
Heating Surface—Firebox	149 sq. ft.
Tubes	3008 sq. ft.
Total	3157 sq. ft.
Grate Area	41.3 sq. ft.

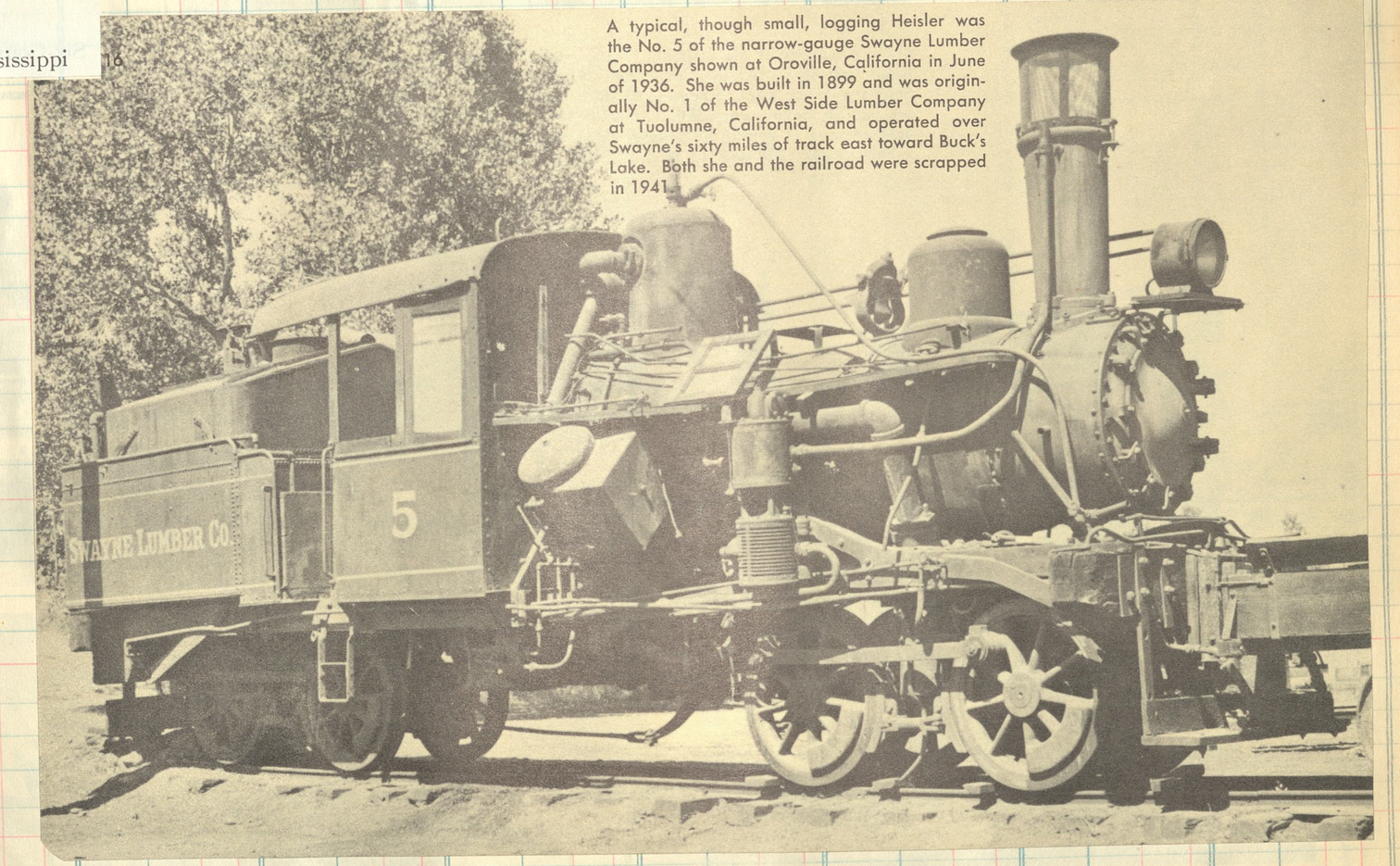
GENERAL DIMENSIONS

Driving Wheels—Diameter	48″
Truck Wheels—Front, Diameter	28″
Back, Diameter	36″
Wheel Base—Driving	13′ 1″
Total Engine	27′ 0″
Total Engine and Tender	53′ 8½″
Weight—On Driving Wheels	138,500 lbs.
Total Engine	174,650 lbs.
Total Engine and Tender	255,000 lbs.
Tank Capacity—Water	4,000 gals.
Oil	2,000 gals.

Service Conditions—
Curves, 30 degrees.
Grades, 5 per cent.
Rails, 56 pounds per yard.

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

On a Level	3,550 tons
" ½ per cent. grade	1,680 tons
" 1 " " "	1,035 tons
" 2 " " "	550 tons
" 3 " " "	350 tons
" 4 " " "	240 tons
" 5 " " "	175 tons
" 6 " " "	125 tons



A typical, though small, logging Heisler was the No. 5 of the narrow-gauge Swayne Lumber Company shown at Oroville, California in June of 1936. She was built in 1899 and was originally No. 1 of the West Side Lumber Company at Tuolumne, California, and operated over Swayne's sixty miles of track east toward Buck's Lake. Both she and the railroad were scrapped in 1941.

Photograph by H. W. Gillen

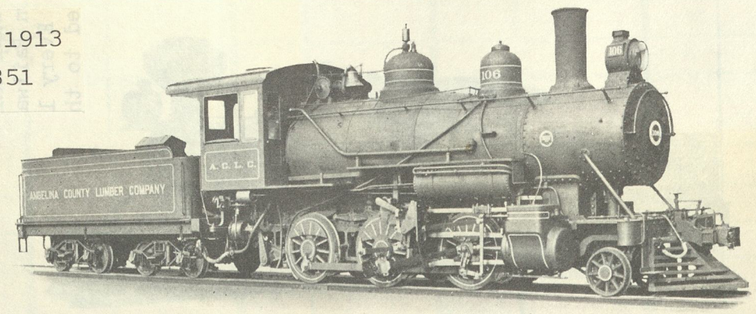
SAWMILL-BOUND

One lumber company owns large areas of cedar and other valuable timber. Sometimes logs are transported 30 miles on a narrow-gauge railroad to its sawmill at Camden Mill, near Norfolk.

Baldwin 1924
c/n 58040

Angelina County Lumber Company's Mikado 110 returns westward over the Angelina & Neches River Railroad with a long line of log cars and equipment. Mr. Brown found the train west of Naclina, Tex. late on a November, 1958 afternoon.

Baldwin 1913
c/n 39351



Mogul Locomotive for the Angelina County Lumber Co., Keltys, Texas

Code Word, RECUSSUS

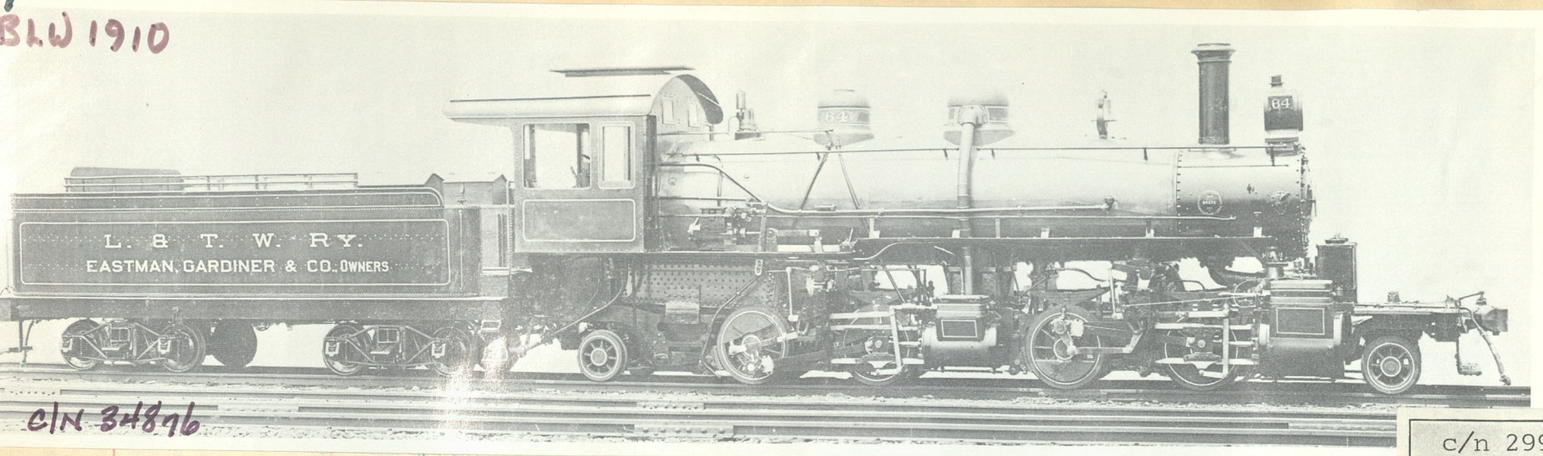
Class 8-32-D, 792

Gauge	4′ 8½″
Cylinders	19″ x 24″
Boiler—Diameter	60″
Working Pressure	180 lbs.
Fuel	Soft Coal
Firebox—Length	96 7/16″
Width	33 3/8″
Tubes—Number	246
Diameter	2″
Length	11′ 6″
Heating Surface—Firebox	148 sq. ft.
Tubes	1470 sq. ft.
Total	1618 sq. ft.
Grate Area	22.7 sq. ft.
Driving Wheels—Diameter	51″
Truck Wheels—Diameter	28″
Wheel Base—Driving	12′ 0″
Total Engine	20′ 3″
Total Engine and Tender	47′ 10½″
Weight—On Driving Wheels	112,600 lbs.
Total Engine	128,800 lbs.
Total Engine and Tender	210,000 lbs.
Tank Capacity	4,000 gals.
Fuel Capacity	6 tons

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

On a Level	2,830 tons
" ½ per cent. grade	1,335 tons
" 1 " " "	825 tons
" 2 " " "	435 tons
" 3 " " "	275 tons
" 4 " " "	190 tons
" 5 " " "	135 tons
" 6 " " "	95 tons

BLW 1910

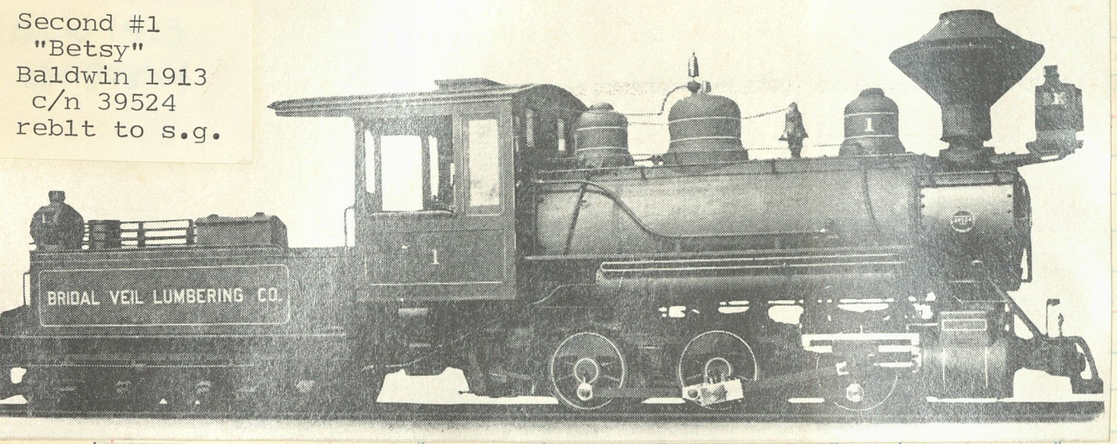


C/N 34896

Laurel & Tullahoma Western #67 [Miss] Baldwin 1911

C/N 36504

Second #1
"Betsy"
Baldwin 1913
c/n 39524
reblt to s.g.



c/n 29965

Pittsburgh
1904

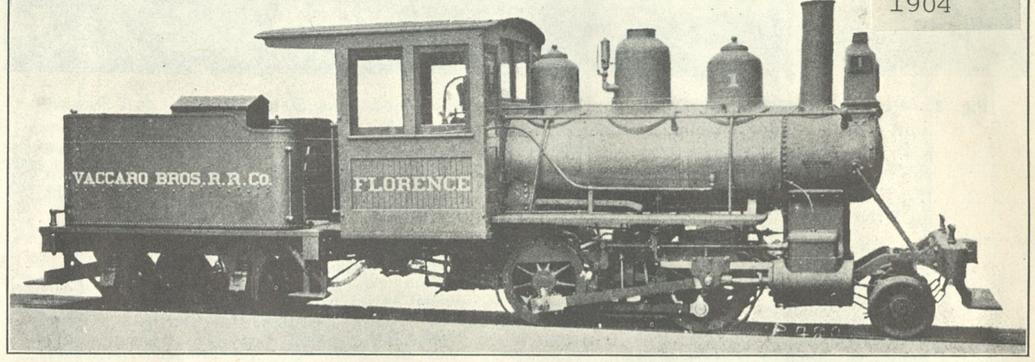


Fig. 21—Four-Coupled (2-4-0) Switcher. Built for Vaccaro Brothers by the American Locomotive Co. Cyls., 8 in. x 14 in. Steam Pressure, 145 lbs. Dia. of Drivers, 30 in. Tractive Effort, 3,681 lbs. Total Heating Surface, 204.2 sq. ft. Total Wt. of Engine, 20,950 lbs.

c/n 67371

Schenectady
1927

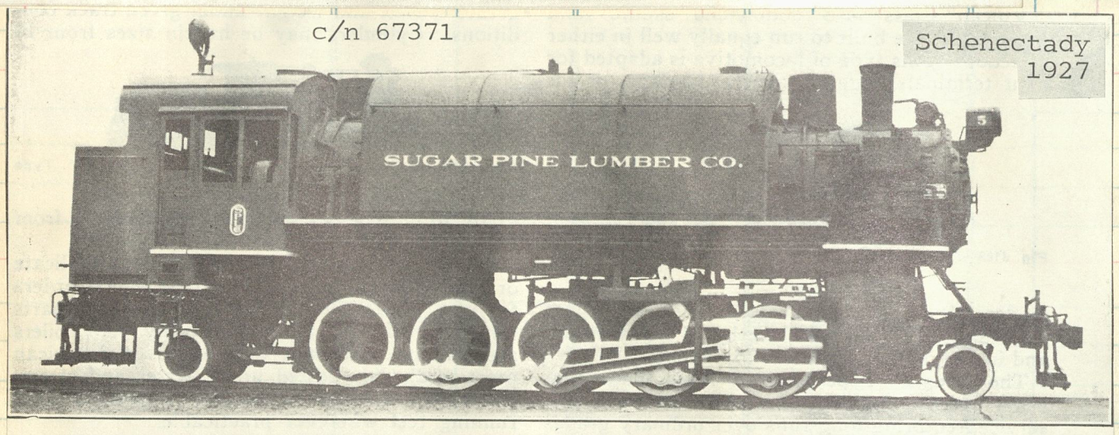
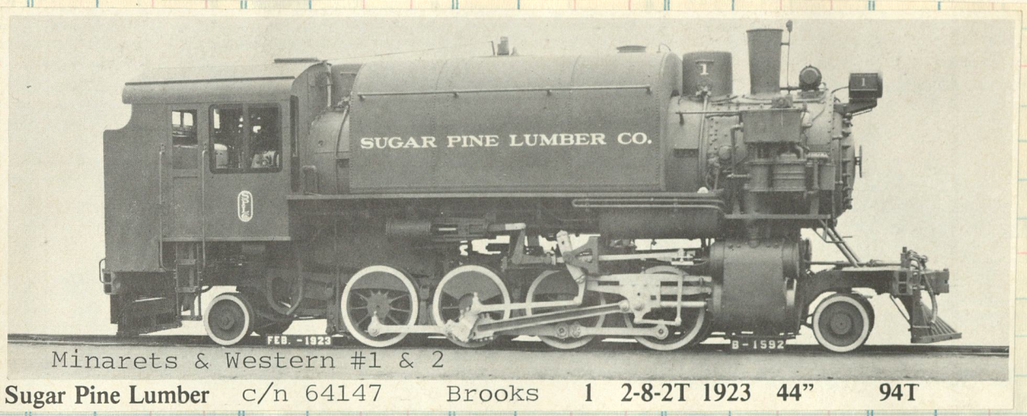


Fig. 3205—2-10-2T Tank Locomotive. Built for Minarets & Western by American Locomotive Company.

Cylinders	22 in. x 28 in.	Evaporative heating surface	2,419 sq. ft.
Steam pressure	220 lb.	Grate area	33.5 sq. ft.
Diam. of drivers	48 in.	Superheating Surface	588 sq. ft.
Tractive force	52,800 lb.	Weight on drivers	213,000 lb.
Driving wheel base	19 ft. 0 in.	Weight of engine	267,500 lb.
Total wheel base	35 ft. 3 in.	Fuel	Oil



Minarets & Western #1 & 2

Sugar Pine Lumber c/n 64147 Brooks 1 2-8-2T 1923 44" 94T

Baldwin 1922 c/n 55344 Later Schaffer Bros #10, then #24

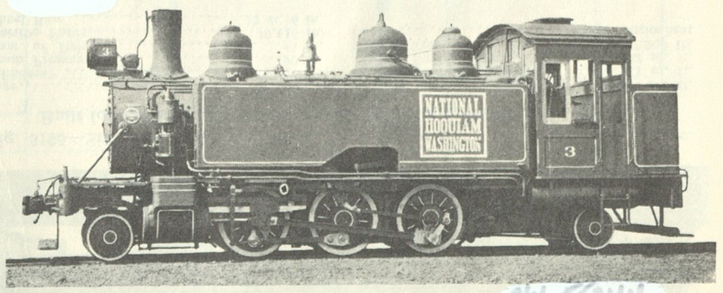
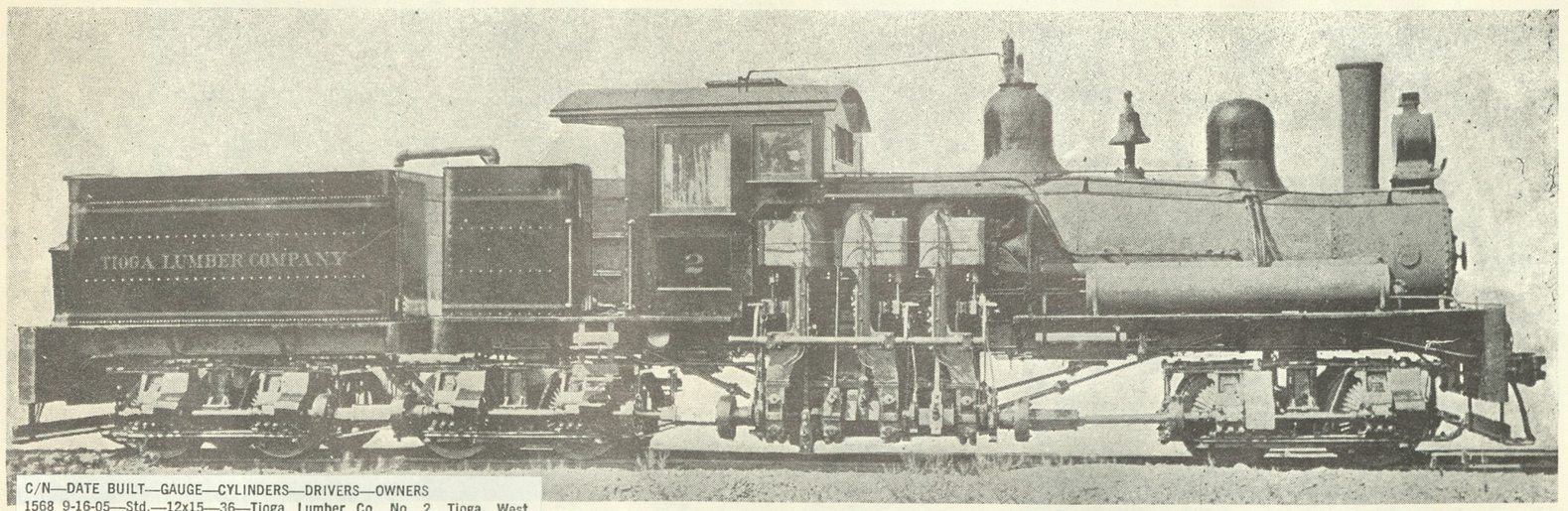
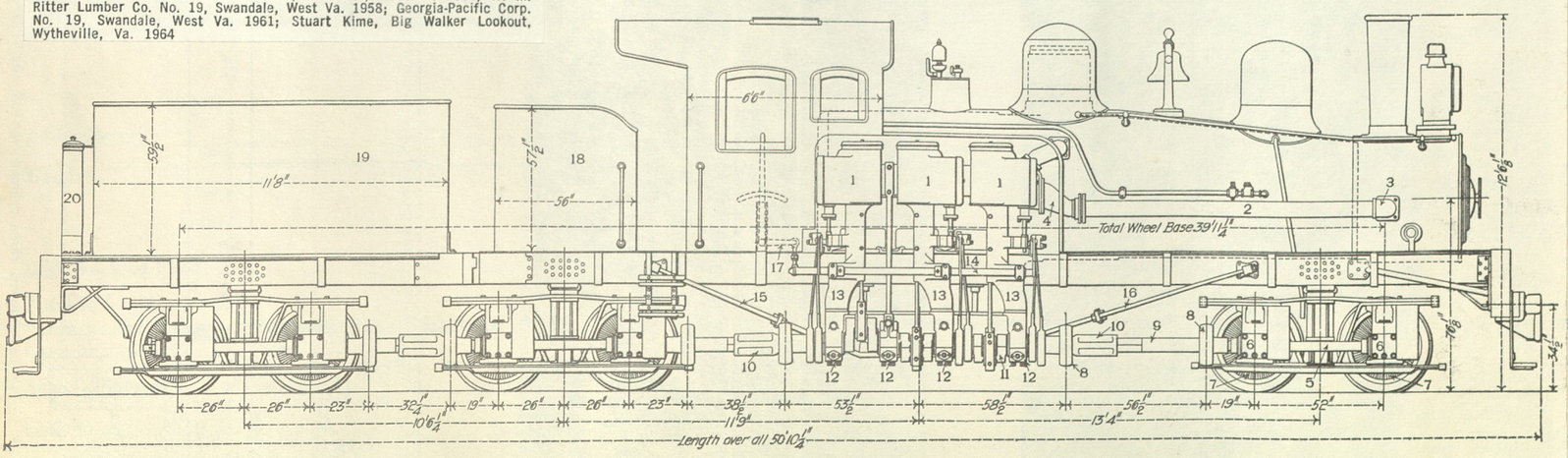


Fig. 3189—Type 2-6-2 Double-Ender Side Tank Locomotive. Built for the National Lumber & Manufacturing Company by The Baldwin Locomotive Works.

Gage	4 ft. 8½ in.	Total wheel base	25 ft. 9 in.
Cylinders	18 in. x 24 in.	Heating surface	1,575 sq. ft.
Steam pressure	170 lb.	Grate area	22.5 sq. ft.
Diam. of drivers	44 in.	Weight on drivers	117,160 lb.
Tractive force	25,500 lb.	Weight of engine	148,800 lb.
Driving wheel base	9 ft. 4 in.	Fuel	Oil



C/N—DATE BUILT—GAUGE—CYLINDERS—DRIVERS—OWNERS
1568 9-16-05—Std.—12x15—36—Tioga Lumber Co. No. 2, Tioga, West Va.; Birch Valley Lumber Co. No. 2, (Strouds Creek & Muddlety RR No. 2), Tioga, West Va. 1916; Sutton Co. No. 2, Hookersville, West Va. 1925; Cherry River Boom & Lumber Co. No. 2 (3rd), Richwood, West Va.; Ely-Thomas Lumber Co. (no number assigned), Fenwick, West Va. 1955; Elk River Coal & Lumber Co. No. 19, Swandale, West Va. 1958; W. M. Ritter Lumber Co. No. 19, Swandale, West Va. 1958; Georgia-Pacific Corp. No. 19, Swandale, West Va. 1961; Stuart Kime, Big Walker Lookout, Wytheville, Va. 1964



Tioga Lumber Company Shay-geared locomotive No. 2, built by the Lima Locomotive & Machine Company.

Cooke 1923
c/n 64999

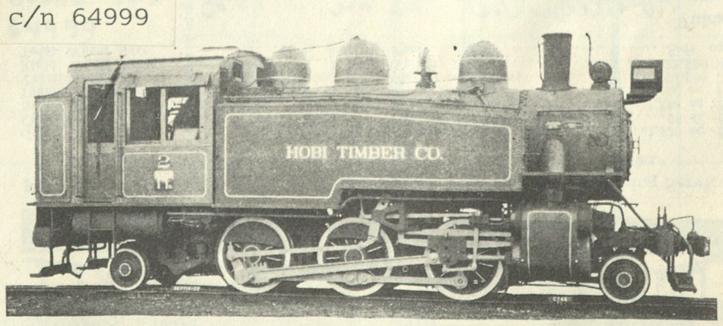
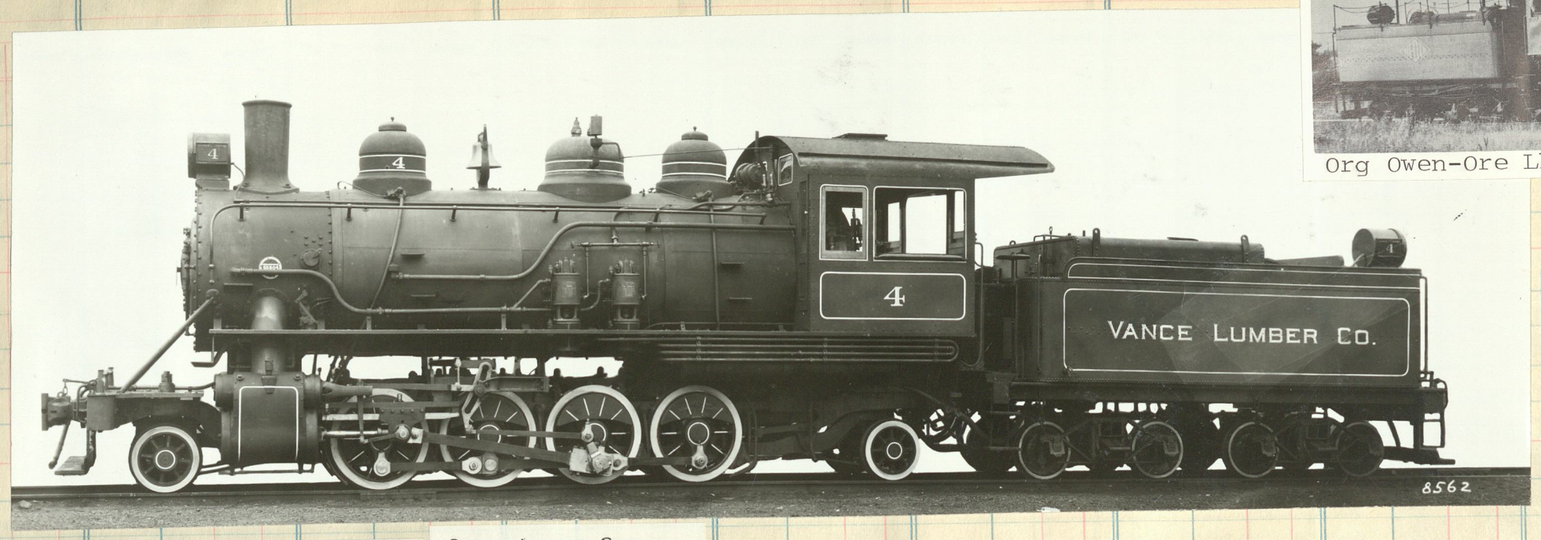
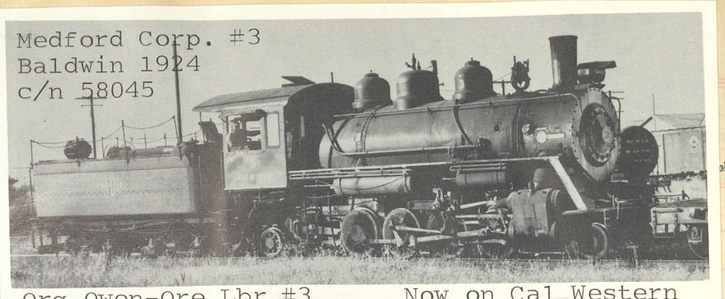


Fig. 3188—Type 2-6-2 Side Tank Locomotive. Built for the Hobi Timber Company by the American Locomotive Company.

Gage	4 ft. 8½ in.	Total wheel base	24 ft. 10 in.
Cylinders	18 in. x 24 in.	Heating surface	1,480 sq. ft.
Steam pressure	185 lb.	Grate area	24.7 sq. ft.
Diam. of drivers	46 in.	Weight on drivers	107,000 lb.
Tractive force	26,600 lb.	Weight of engine	141,200 lb.
Driving wheel base	10 ft. 6 in.	Fuel	Oil

Clos. No.	Sold	Amount	Clos. No.	Sold

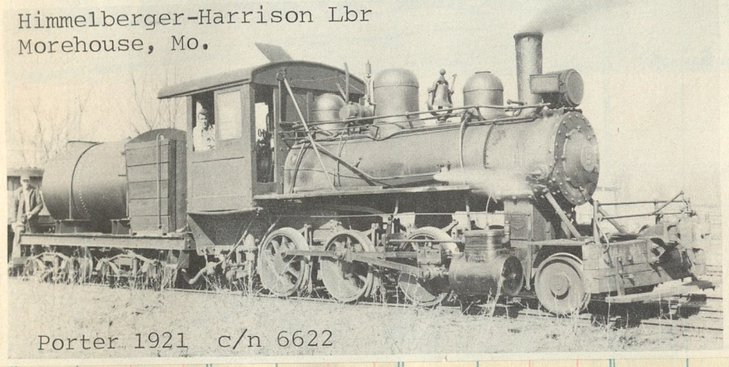




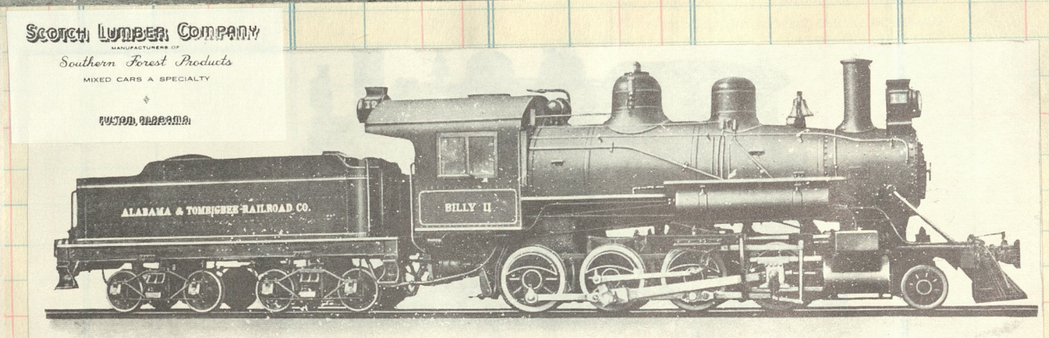
Org Owen-Ore Lbr #3 Now on Cal Western

Blt by Baldwin Nov 1922
c/n 55804
Sold to Mason Logging #4 then to Santa Maria Valley #150

Himmelberger-Harrison Lbr
Morehouse, Mo.

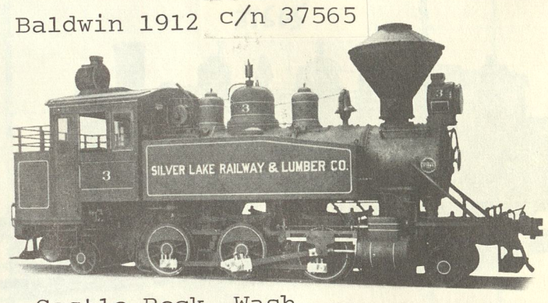


Porter 1921 c/n 6622



Scotch Lbr Co #12 LIMA c/n 5108 1915

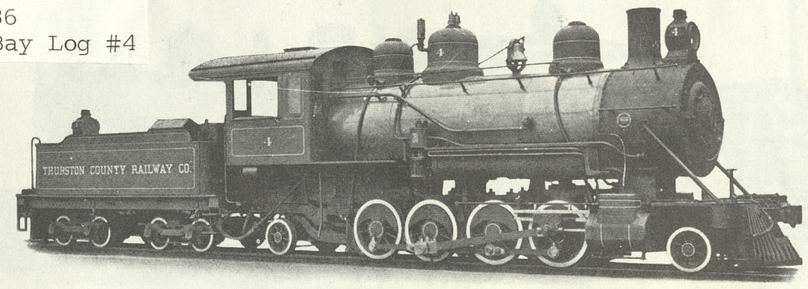
Baldwin 1912 c/n 37565



Castle Rock, Wash.

Baldwin 1912
c/n 38836
to Mud Bay Log #4

THE BALDWIN LOCOMOTIVE WORKS



Mikado Type Locomotive for the Thurston County Railway, Shelton, Washington

Class 12-30¼-E, 30 Code Word, REDAMNES

GENERAL DIMENSIONS

Gauge	4′ 8½″	Driving Wheels—Diameter	44″	Service Conditions—	
Cylinders	18″ x 24″	Truck Wheels—Front, Diameter	28″	Curves, 30 degrees.	
Boiler—Diameter	70″	Back, Diameter	28″	Grades, 6 per cent.	
Working Pressure	180 lbs.	Wheel Base—Driving	12′ 1″	Rails, 56 pounds.	
Fuel	Oil	Total Engine	27′ 3″	Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:	
Firebox—Length	89 11/16″	Total Engine and Tender	56′ 10¼″	On a Level	2,910 tons
Width	41″	Weight, Estimated—		" ½ per cent. grade	1,375 tons
Tubes—Number	291	On Driving Wheels	113,400 lbs.	" 1 " " "	850 tons
Diameter	2″	Total Engine	141,000 lbs.	" 2 " " "	450 tons
Length	13′ 0″	Total Engine and Tender	210,000 lbs.	" 3 " " "	285 tons
Heating Surface—Firebox	140 sq. ft.	Tank Capacity—Water	3,000 gals.	" 4 " " "	200 tons
Tubes	1968 sq. ft.	Oil	1,400 gals.	" 5 " " "	140 tons
Total	2108 sq. ft.			" 6 " " "	100 tons
Grate Area	25.5 sq. ft.				

46

Built 1911
c/n 1127

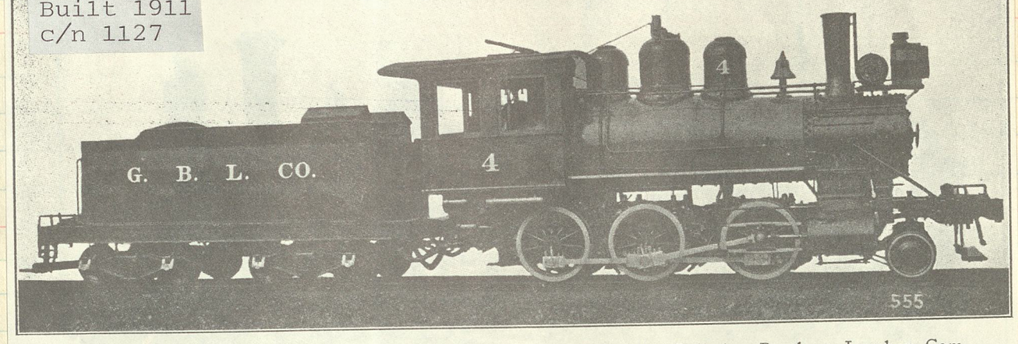
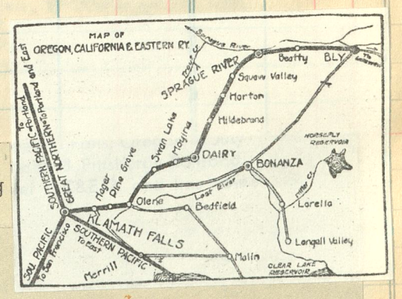


Fig. 39—Mogul (2-6-0) Locomotive for Logging Service. Built for Gulledge Brothers Lumber Company by the Davenport Locomotive Works. Cylinders, 14 in. x 20 in. Working Steam Pressure, 160 lbs. per sq. in. Diameter of Drivers, 44 in. Tractive Effort, 12,120 lbs. Heating Surface—Tubes, 686.5 sq. ft.; Firebox, 65.2 sq. ft.; Total, 751.7 sq. ft. Grate Area, 12.5 sq. ft. Rigid Wheel Base, 9 ft. 9 in. Total Engine Wheel Base, 16 ft. 4 in. Weight on Drivers, 57,500 lbs. Total Weight of Engine, 66,000 lbs. Fuel, Soft Coal.

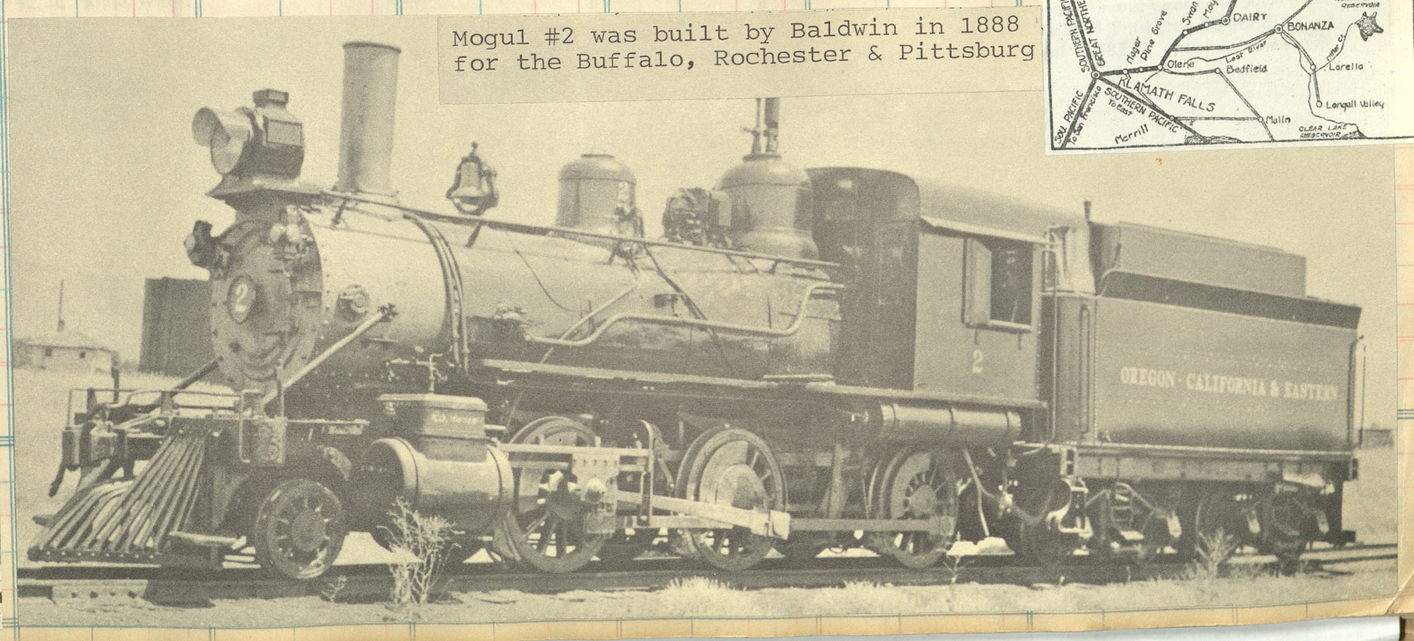
Boiler, Diameter	44⅞ in.	Tubes, Diameter	2 in.
Firebox, Length	53 in.	Tubes, Length	9 ft. 8 in.
Firebox, Width	34 in.	Tender Capacity, Water	3,000 gals.
Tubes, Number	137	Tender Capacity, Coal	4 tons

Happy Holidays

Pete Replinger's 2-8-2T (ex Hammond Lbr #16] makes a magnificent NorthWest logging panorama west of Shelton near Camp Grisdale, WA



Mogul #2 was built by Baldwin in 1888 for the Buffalo, Rochester & Pittsburg

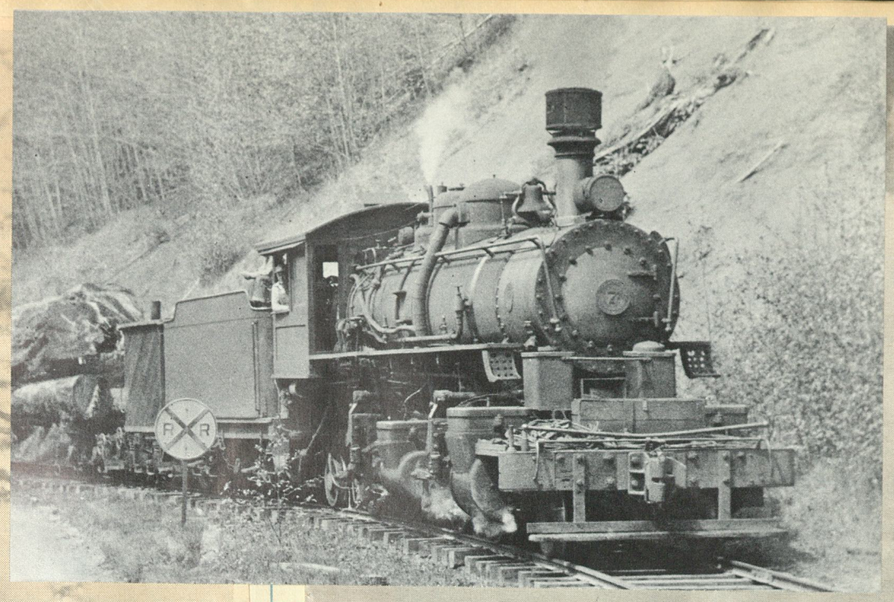


56

ex Little River #126
(Baldwin 1909) to Columbia River
Belt in 1910. Ten years later to
Carlisle Lbr #7 then to Deep River
Logging in 1943.
In 1955 to Puget Sound Ry H.S.

Albert Farrow

Engine smoke billows over the tall whispering pines of the Pacific Northwest, as a Deep River Logging Company 2-4-4-2 locomotive, No. 7, hauls a long drag out of the woods near Deep River, Wash., near the Columbia River.



Joseph Sweeney

NAMELESS, NUMBERLESS Heisler of the Big Creek & Telocaset, a subsidiary of Pondosa Pine Lumber, drifts downgrade with a cabooseless freight on the way to end of track at Pondosa, Ore. At the other end of the line in Telocaset the geared-locomotive road connects with UP.

Brooks
1925
c/n 65977

Menominee Bay Shore Lbr. Co., Soperton, Wis.
Wabena, Otter Lake & Eastern RR.
Pittsburgh 1908
c/n 45582

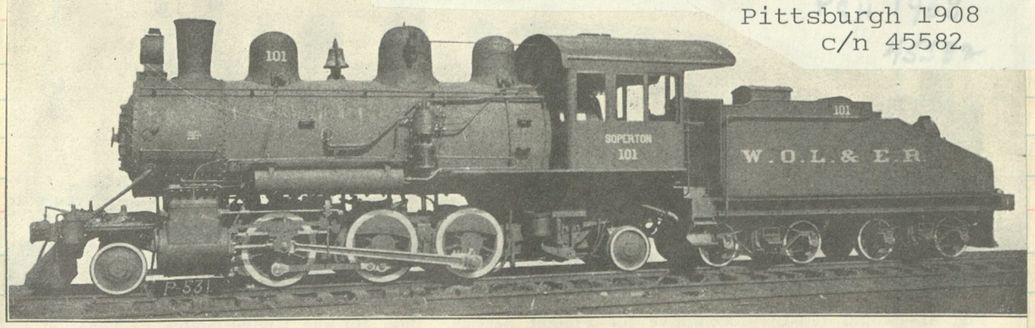
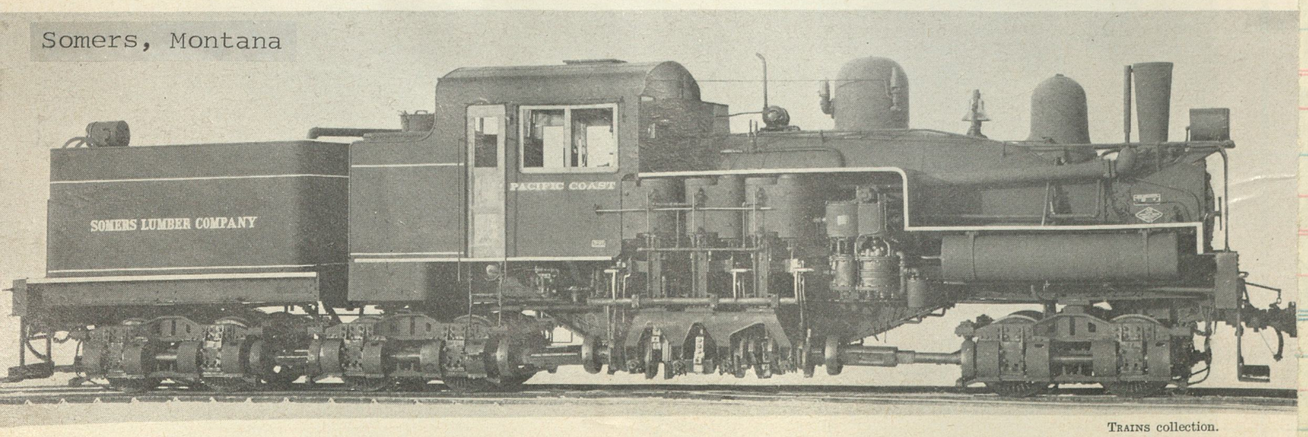


Fig. 44—Prairie Type (2-6-2) Locomotive for Logging Service. Built for Menominee Bay Shore Lumber Company by the American Locomotive Company. Cylinders, 17 in. x 22 in. Working Steam Pressure, 180 lbs. per sq. in. Diameter of Drivers, 43 in. Tractive Effort, 22,600 lbs. Heating Surface—Tubes, 1,338 sq. ft.; Firebox, 112 sq. ft.; Total, 1,450 sq. ft. Grate Area, 21 sq. ft. Rigid Wheel Base, 9 ft. 6 in. Total Engine Wheel Base, 25 ft. 9 in. Weight on Drivers, 88,000 lbs. Total Weight of Engine, 120,000 lbs. Fuel, Soft Coal.

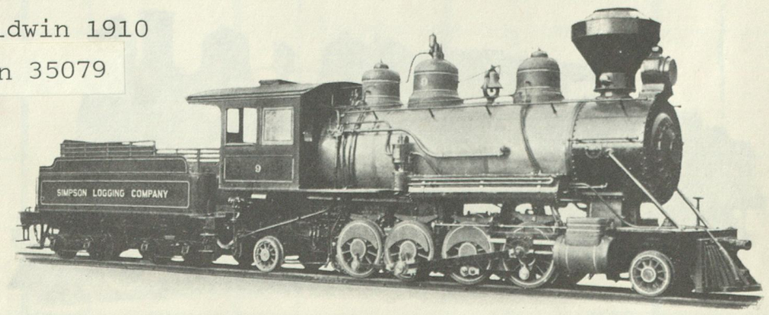
Somers, Montana



TRAINS collection.

BIG Pacific Coast model Shay for Somers Lumber Company weighed 188,400 pounds, exerted 38,200 pounds tractive effort, wore three 13 x 15-inch cylinders, carried 200 pounds boiler pressure.

Baldwin 1910
c/n 35079



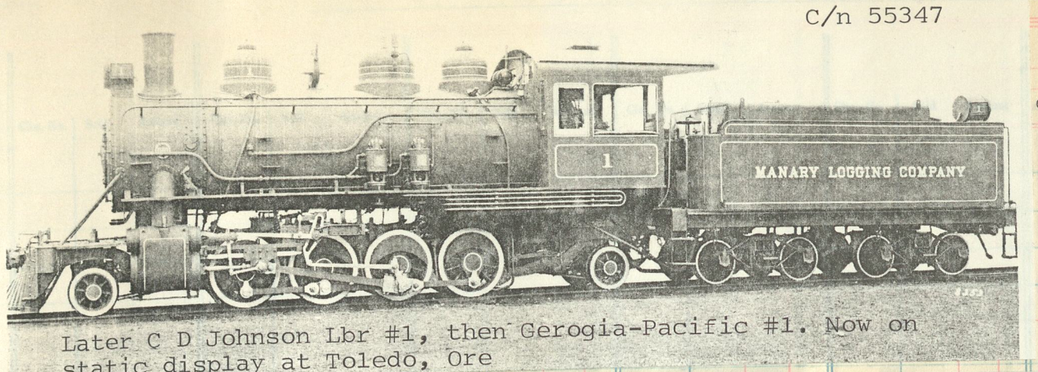
Mikado Type Locomotive for the Simpson Logging Company, Shelton, Washington

SIMPSON TIMBER COMPANY
SHELTON WASHINGTON 98584 PHONE 426-3381

Clos. No. | Sold | Amount

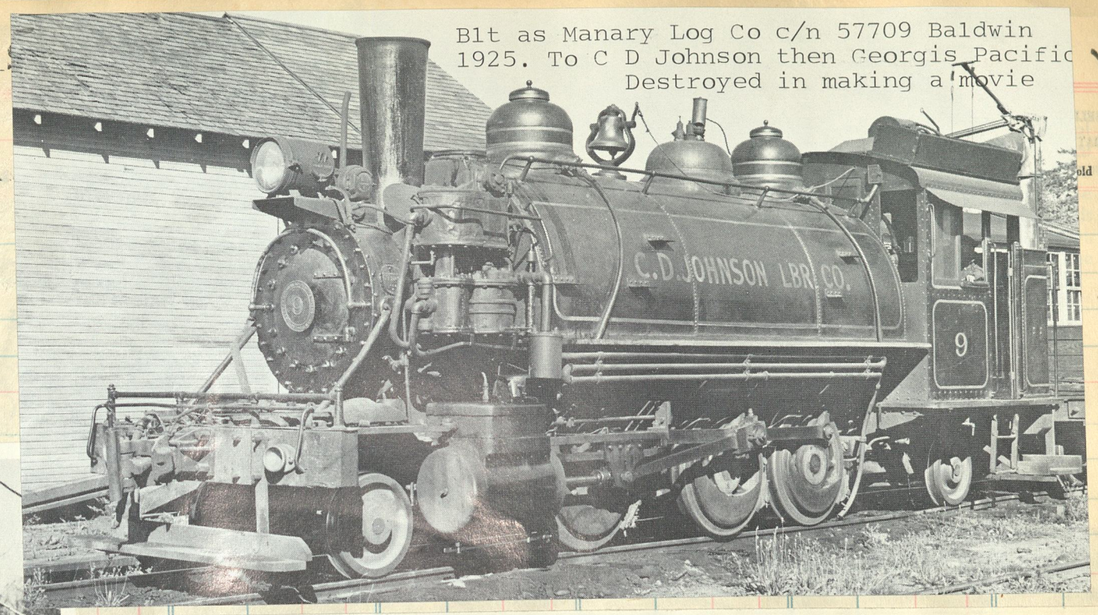
Clos. | Sold | Amount

Baldwin 1922
C/n 55347



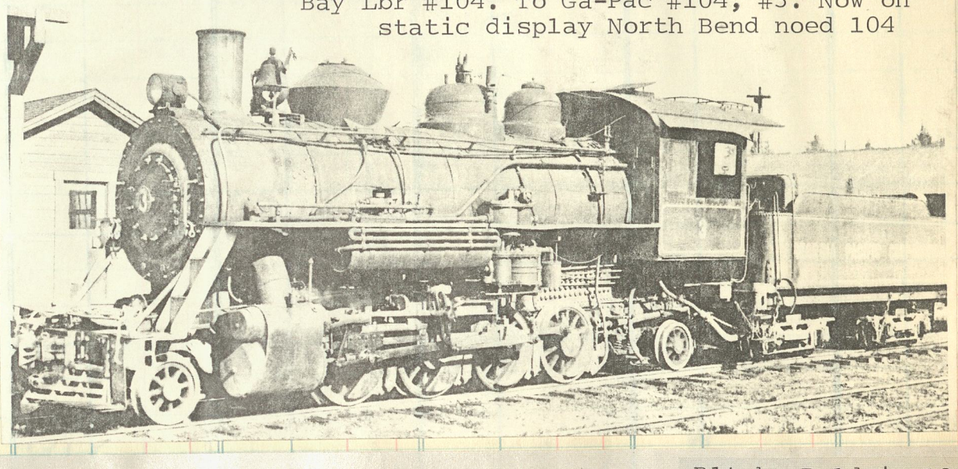
Later C D Johnson Lbr #1, then Gerogia-Pacific #1. Now on static display at Toledo, Ore

Blt as Manary Log Co c/n 57709 Baldwin 1925. To C D Johnson then Georgis Pacific Destroyed in making a movie



Georgia Pacific #19 working at Swindale, W. Va.

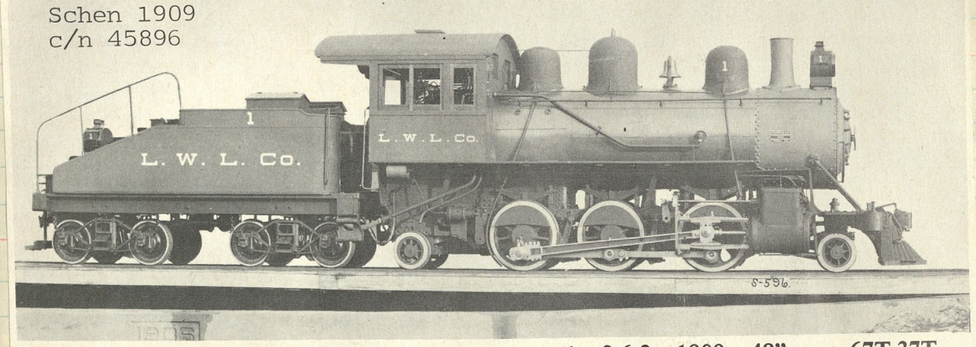
Georgia-Pacific #3. Blt by Baldwin 1922 [c/n 55911] as Coos Bay Lbr #104. To Ga-Pac #104, #3. Now on static display North Bend noed 104



Blt by Baldwin 1906
c/n 29251 as Butterfield Lbr Co #6

Denkmann Lumber #6 at Carthage, Miss.

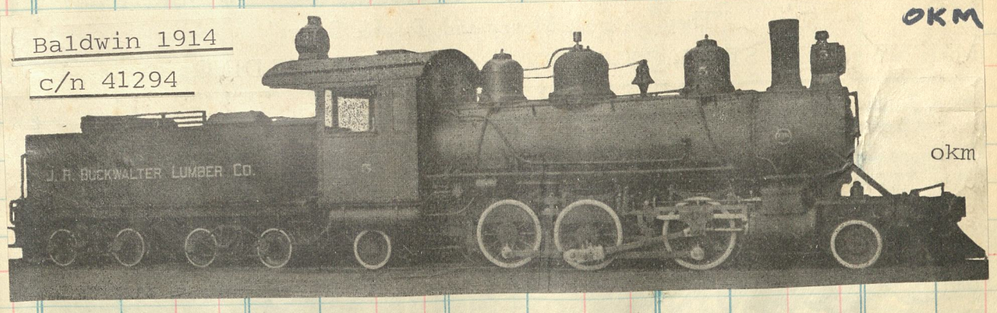
Schen 1909
c/n 45896



Lake Whatcom Logging	1	2-6-2	1909	48"	67T-37T

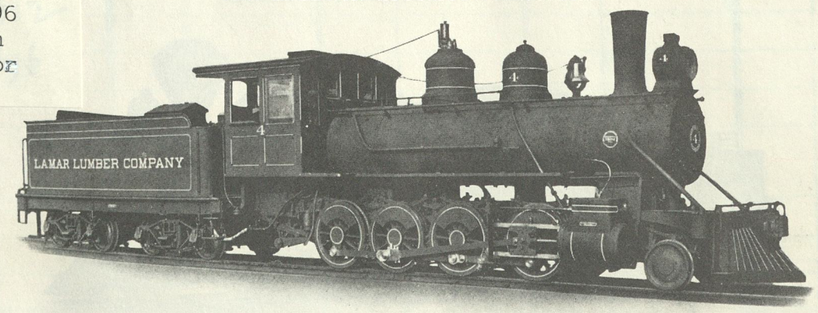
Baldwin 1914
c/n 41294

okm



Baldwin 1912
c/n 38696
To Helen
White Lbr
#19

THE BALDWIN LOCOMOTIVE WORKS



Consolidation Type Locomotive for the Lamar Lumber Co., Clyde, Mississippi

Class 10-26-E, 370 — Code Word, RECUTITUM

GENERAL DIMENSIONS

Gauge	4′ 8½″	Heating Surface—Firebox	92 sq. ft.
Cylinders	16″ x 22″	Tubes	875 sq. ft.
Boiler—Diameter	48″	Total	967 sq. ft.
Working Pressure	180 lbs.	Grate Area	16.4 sq. ft.
Fuel	Coal	Driving Wheels—Diameter	44″
Firebox—Length	71 11/16″	Truck Wheels—Diameter	26″
Width	33⅜″	Wheel Base—Driving	12′ 6″
Tubes—Number	140	Total Engine	19′ 4″
Diameter	2″	Total Engine and Tender	45′ 9″
Length	12′ 1″	Weight—On Driving Wheels	73,900 lbs.
		Total Engine	85,000 lbs.
		Total Engine and Tender	155,000 lbs.
		Tank Capacity	3,500 gals.
		Fuel Capacity	6 tons

Service Conditions—
To haul 165 tons over 3.2 per cent. grade, starting 200 feet from foot of grade.

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

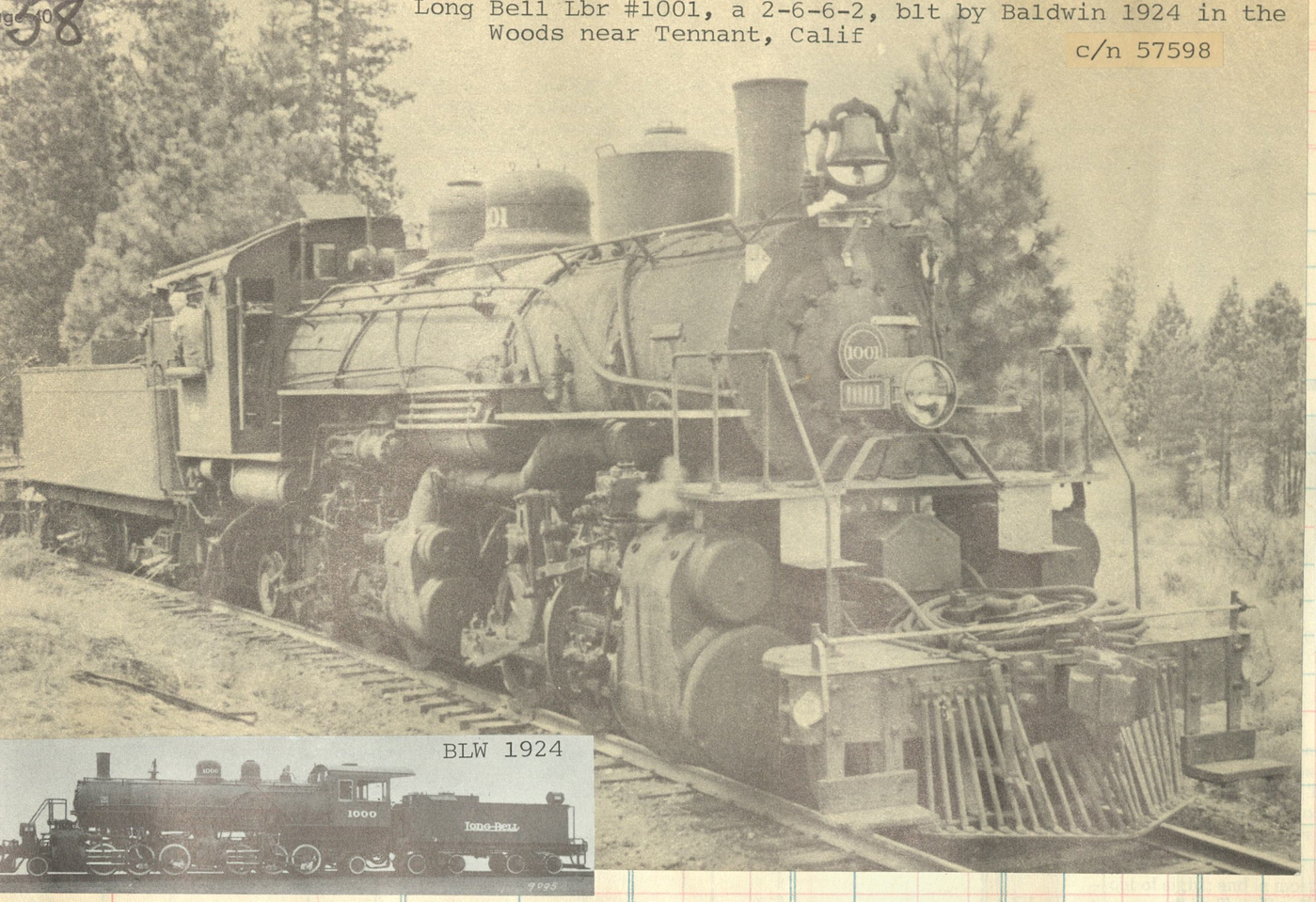
On a Level				1,880 tons
"	½ per cent.	grade		920 tons
"	1	"	"	560 tons
"	2	"	"	285 tons
"	3	"	"	180 tons
"	4	"	"	120 tons
"	5	"	"	85 tons
"	6	"	"	60 tons

This perky logger was built for 3' gauge by Baldwin in 1925, c/n 58530. Sold to Chihuahua Mineral (Asarco Mexicana SA) in 1953 and noed #7. Was still in regualr service as late as 1968.

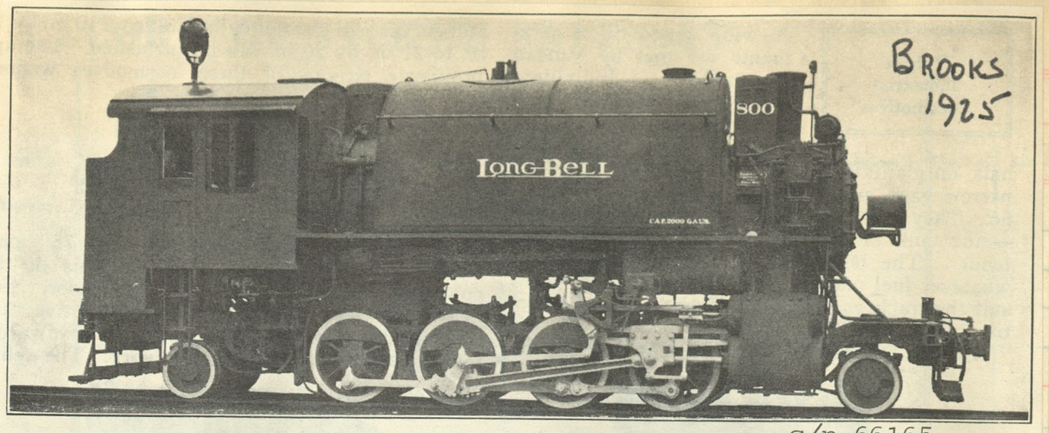
58

Long Bell Lbr #1001, a 2-6-6-2, blt by Baldwin 1924 in the Woods near Tennant, Calif

c/n 57598



BLW 1924



BROOKS 1925

c/n 66165

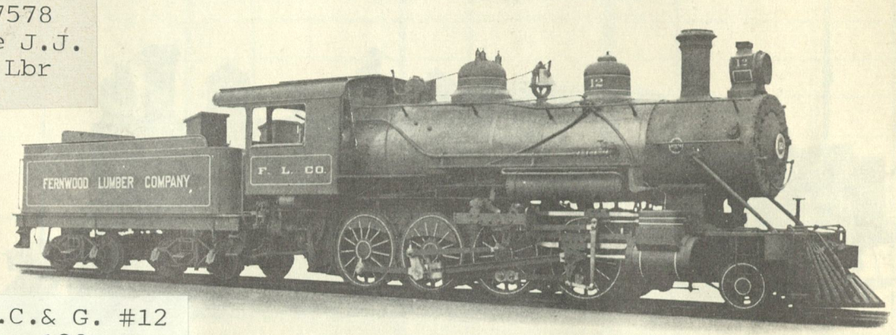
Fig. 3203—Type 2-8-2T Tank Locomotive. Built for Long-Bell Lumber Company by American Locomotive Company.

Gage	4 ft. 8½ in.	Evaporative heating surface	1,225 sq. ft.
Cylinders	18 in. x 24 in.	Superheating surface	260 sq. ft.
Steam pressure	190 lb.	Grate area	25.2 sq. ft.
Diam. of drivers	44 in.	Weight on drivers	120,500 lb.
Tractive force	28,500 lb.	Weight of engine	168,000 lb.
Driving wheel base	13 ft. 3 in.	Fuel	Oil

Amount

Built 1912
c/n 37578
to the J.J. White Lbr #19

THE BALDWIN LOCOMOTIVE WORKS

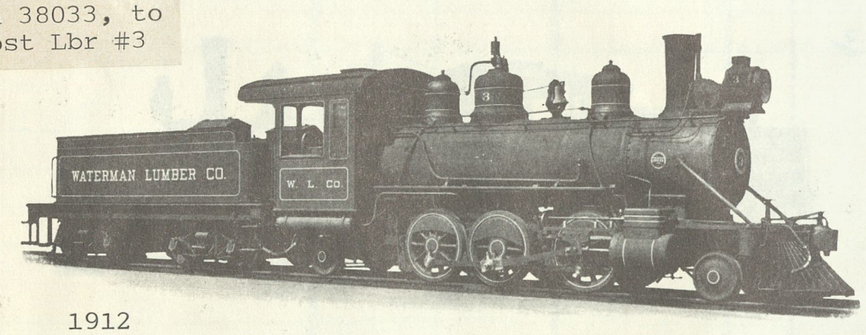


to F.C.& G. #12
see pg 190

Consolidation Type Locomotive for the Fernwood Lumber Co., Tylertown, Mississippi

c/n 38033, to Frost Lbr #3

THE BALDWIN LOCOMOTIVE WORKS

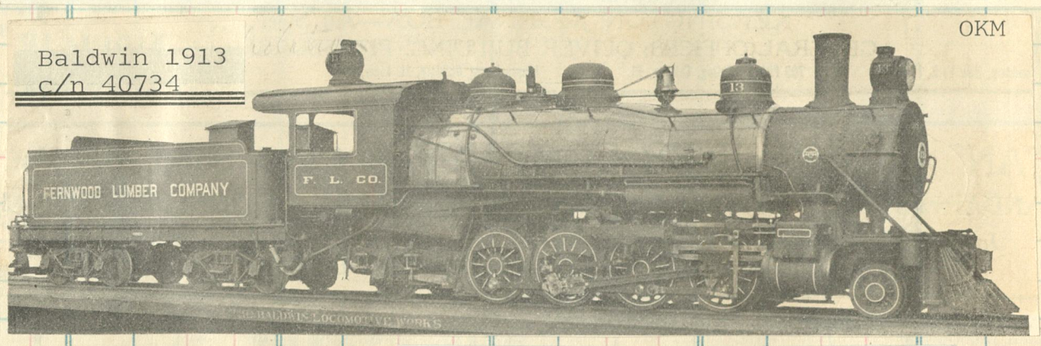


1912

Six-Coupled Double-Ender Locomotive for the Waterman Lumber Co., Marshall, Texas

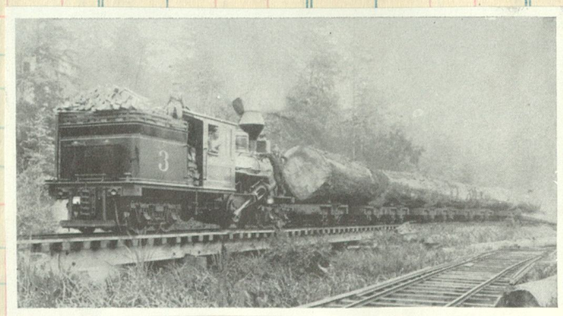
Baldwin 1913
c/n 40734

OKM



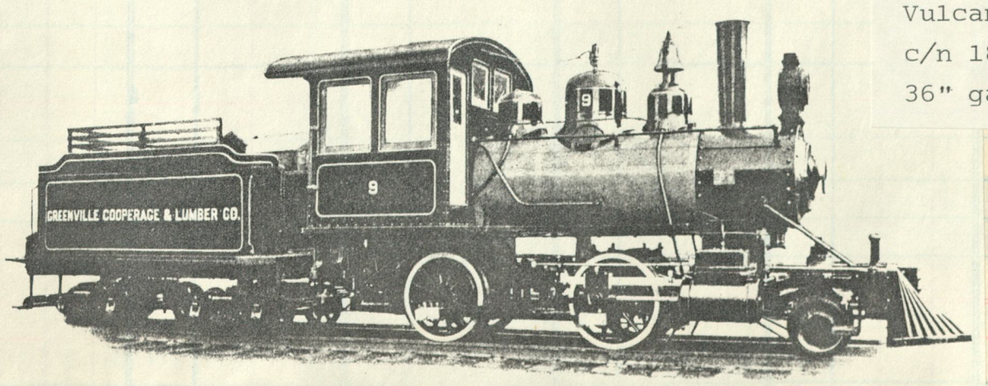
Schenectady 1925 c/n 66351

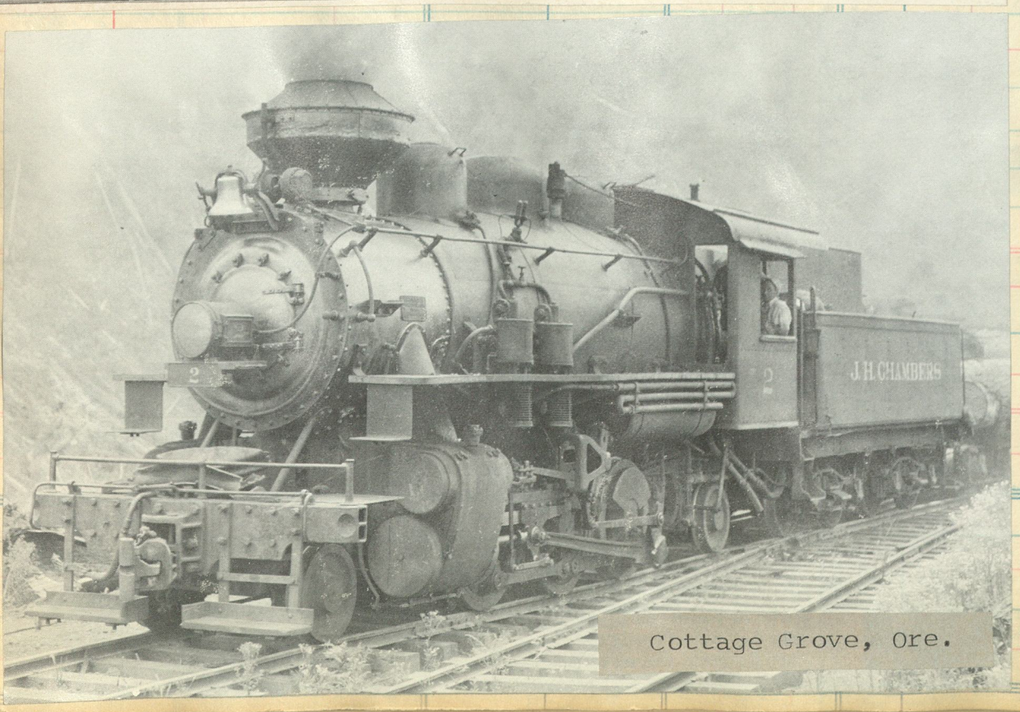
Bear Harbor Lumber Co. #2, 1898, 2-4-2T type. BALDWIN



SORENSEN LOGGING CO.'S 3-SPOT, a Climax geared engine, hauls 5 logs cut from a single tree in the region along lower Columbia River. (E. A. Coe photo, courtesy

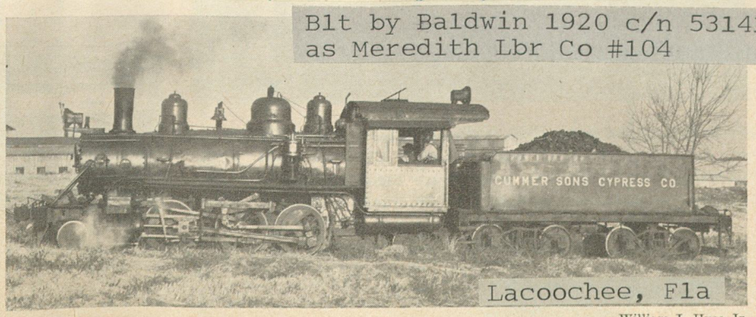
Vulcan 1912
c/n 1899
36" gauge





Cottage Grove, Ore.

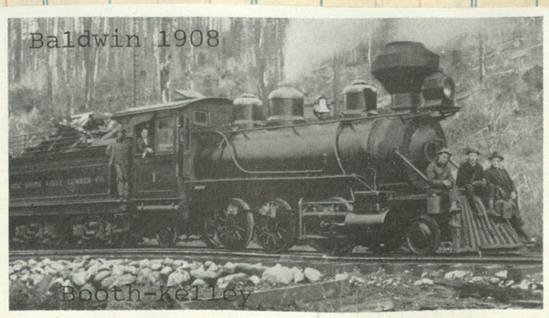
Blt by Baldwin 1920 c/n 53141
as Meredith Lbr Co #104



Lacoochee, Fla

William J. Husa Jr.

Baldwin 1908



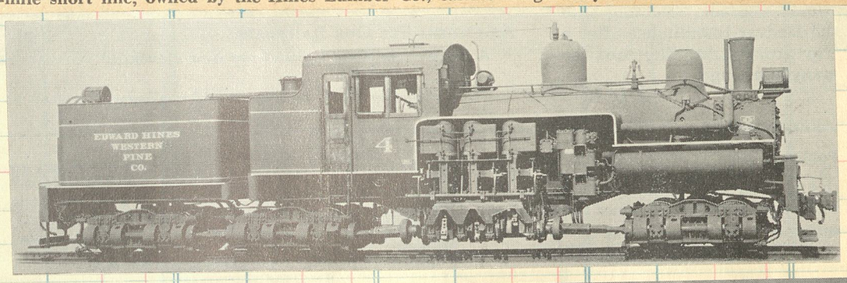
Booth-Kelley

#529 blt as OSL #969 in 1903 by Baldwin [c/n 21672] to UP #529, Ed Hines Lbr #529, now owned by Puget Sound R.H.S.

Henry R. Griffiths, Jr.

With a string of logs in tow, an Edward Hines Lumber Co. Consolidation, No. 529 (formerly Union Pacific 529) backs west toward Seneca, Ore., where the Hines-owned common carrier, the Oregon & Northwestern, will shuttle them to Hines. For rosters of these two lines, see page 42.

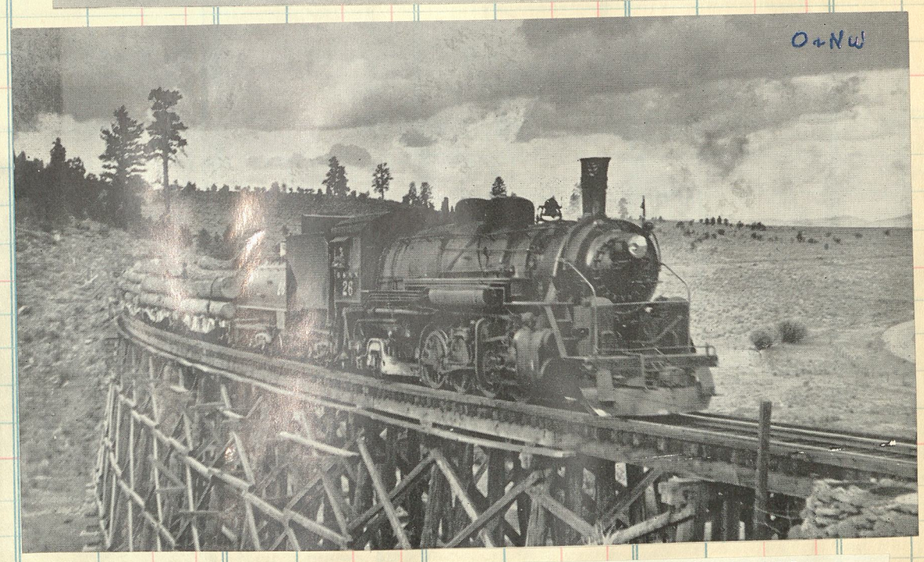
A few miles up the big hill above Trout Creek, Oregon & Northwestern 1400 blasts through the woods at 10 miles an hour with 13 log-laden cars for its third and final trip of the day to the summit. The 51-mile short line, owned by the Hines Lumber Co., carries freight only between Seneca and Hines, Ore.



C. J. Elsinore, Calif.—The Oregon & Northwestern was incorporated in 1934 to acquire the railroad property of the Ed. Hines Western Pine Co., a 50-mile line from Hines to Seneca, Ore., which had been operated by the lumber company for several years. It has two locomotives and 200 cars, and road and equipment are valued at $630,904.

2-8-2 #1400 was built by Richmond [c/n 66919] in 1926 as Longview, Portland & Northern #1400.

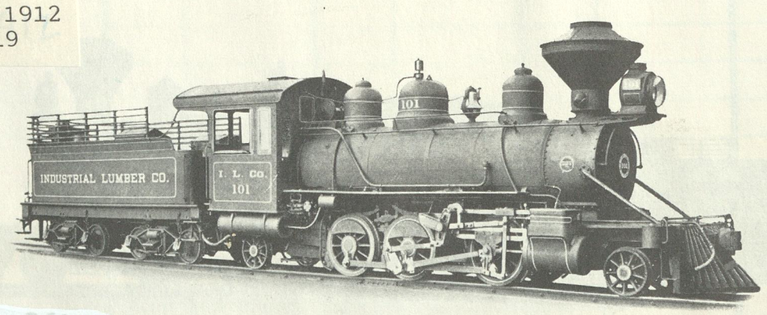
O&NW



O&NW #26, 2-8-2, blt by Baldwin 1929 c/n 61089

THE BALDWIN LOCOMOTIVE WORKS

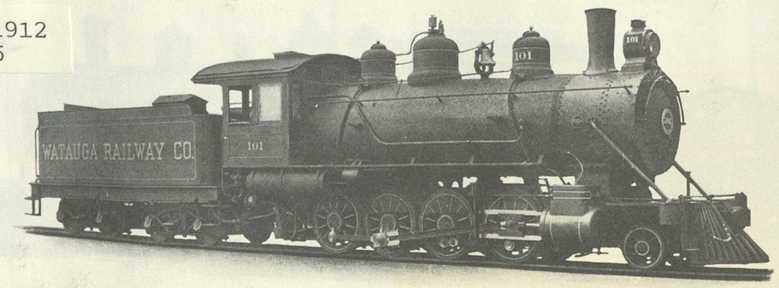
Baldwin 1912
c/n 38219



C/N 38219

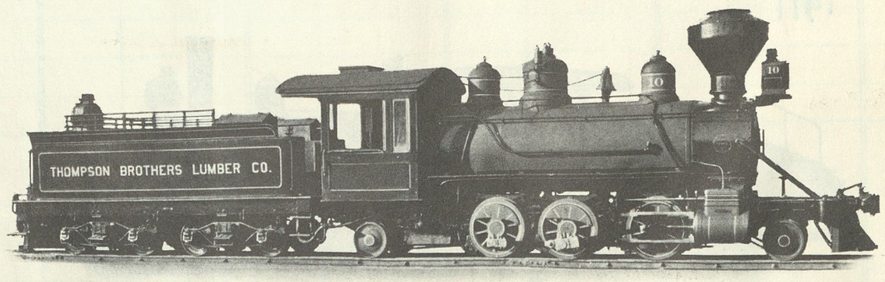
Six-Coupled Double-Ender Locomotive for the Industrial Lumber Co., Elizabeth, Louisiana

Baldwin 1912
c/n 37895



Consolidation Type Locomotive for the Grandin Lumber Co., Lenoir, North Carolina

THE BALDWIN LOCOMOTIVE WORKS



Baldwin 1910
c/n 34465

Six-Coupled Double-Ender Locomotive for the Thompson Brothers Lumber Co., Trinity, Texas

Code Word, REDAMABAR

Class 10-24¼-D, 76

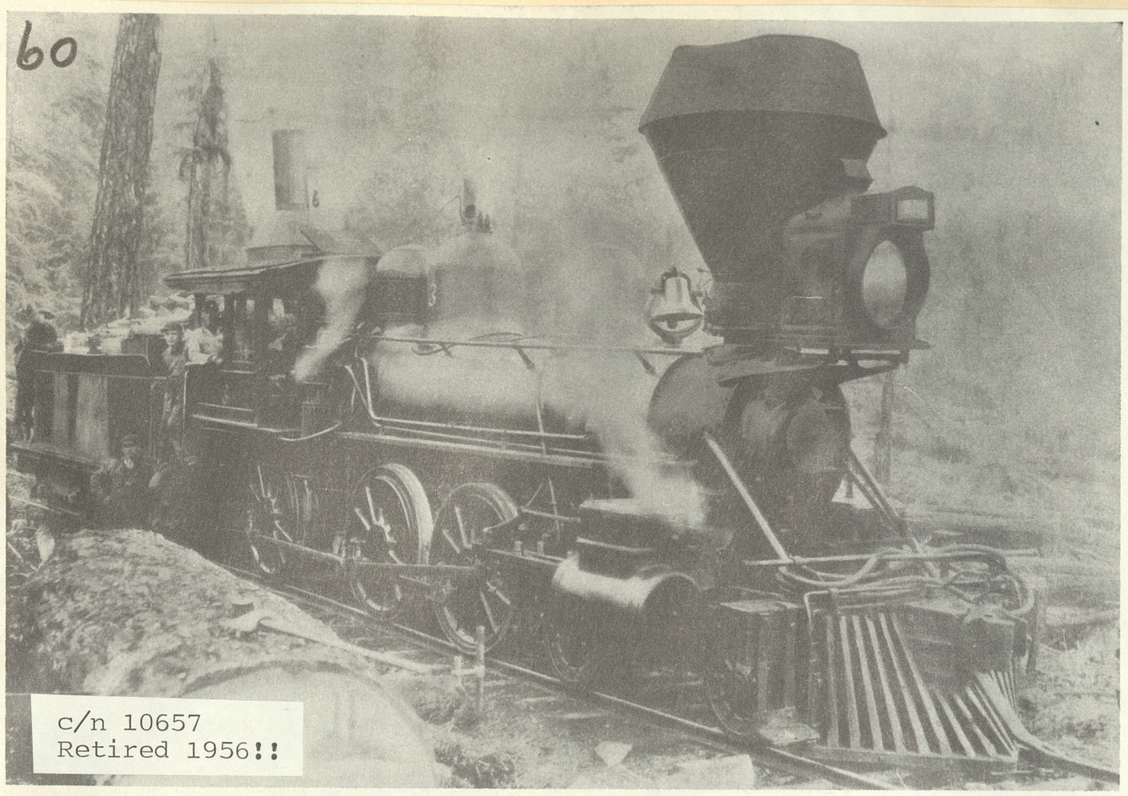
Gauge	4′ 8½″
Cylinders	15″ x 20″
Boiler—Diameter	56″
Working Pressure	180 lbs.
Fuel	Wood
Firebox—Length	59 3/16″
Width	34⅜″
Tubes—Number	147
Diameter	2″
Length	11′ 10½″

GENERAL DIMENSIONS

Heating Surface—Firebox	93 sq. ft.
Tubes	907 sq. ft.
Total	1000 sq. ft.
Grate Area	14 sq. ft.
Driving Wheels—Diameter	41″
Truck Wheels—Front, Diameter	26″
Back, Diameter	26″
Wheel Base—Driving	9′ 2″
Total Engine	23′ 9″
Total Engine and Tender	44′ 5″
Weight—On Driving Wheels	63,300 lbs.
Total Engine	87,600 lbs.
Total Engine and Tender	157,000 lbs.

Tank Capacity	3,000 gals.
Fuel Capacity	2¼ Cords
Service Conditions—	
Heaviest Grade, 4 per cent.	
Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:	
On a Level	1,600 tons
" ½ per cent. grade	750 tons
" 1 " " "	450 tons
" 2 " " "	230 tons
" 3 " " "	140 tons
" 4 " " "	90 tons
" 5 " " "	60 tons
" 6 " " "	35 tons

60



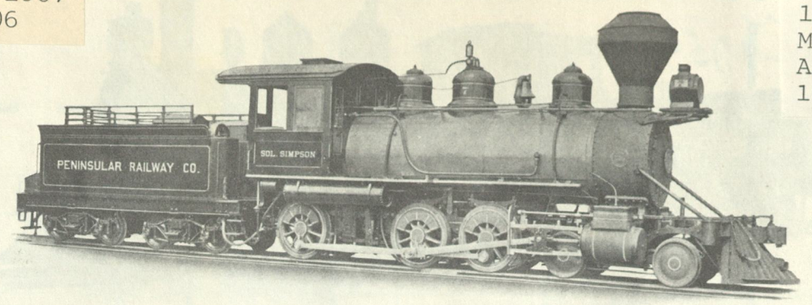
c/n 10657
Retired 1956!!

PENINSULAR RAILWAY'S No. 3, at work in the timber of western Washington, was a Baldwin 4-6-0 built in 1890 as the No. 3 of the Satsop Railroad, where she was named **WM. SHORTER.** (Collection of Dr. S. R. Wood)

Baldwin 1907
c/n 30606

later to Climax Mfg Co., sold to Alaska RR #21 in 1917.

THE BALDWIN LOCOMOTIVE WORKS



Ten-Wheeled Locomotive for the Simpson Logging Co., Shelton, Washington

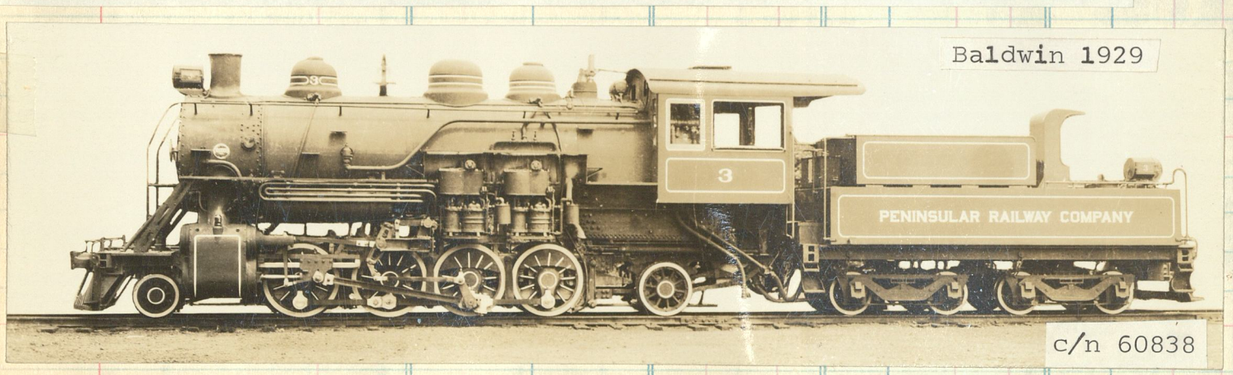
Class 10-26-D, 216

Code Word, RECUTIONIS

GENERAL DIMENSIONS

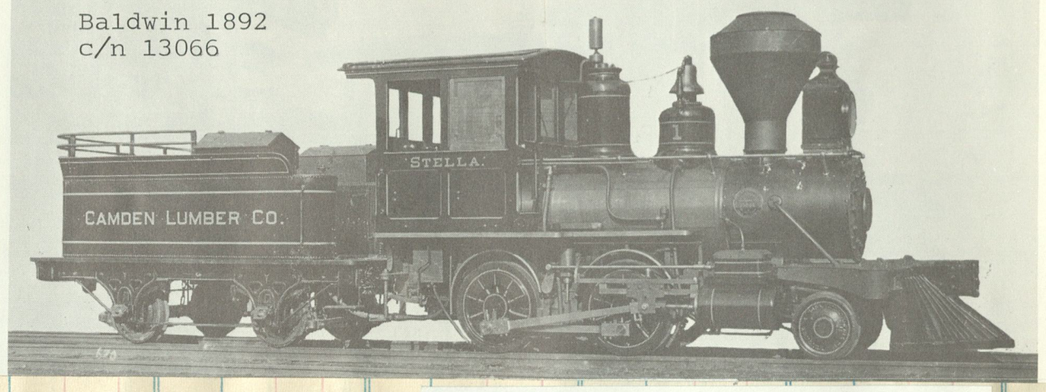
Gauge	4′ 8½″
Cylinders	16″ x 24″
Boiler—Diameter	60″
Working Pressure	160 lbs.
Fuel	Wood
Firebox—Length	67⅜″
Width	34⅜″
Tubes—Number	211
Diameter	2″
Length	11′ 10½″
Heating Surface—Firebox	107 sq. ft.
Tubes	1303 sq. ft.
Total	1410 sq. ft.
Grate Area	16 sq. ft.
Driving Wheels—Diameter	46″
Truck Wheels—Diameter	30″
Wheel Base—Driving	13′ 0″
Total Engine	24′ 0″
Total Engine and Tender	45′ 6″
Weight—On Driving Wheels	70,200 lbs.
Total Engine	98,200 lbs.
Total Engine and Tender	160,000 lbs.
Tank Capacity	3,000 gals.
Fuel Capacity	2¾ Cords
Service Conditions—	
Grades, 4 per cent.	
Curves, 20 degrees.	
Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:	
On a Level	1,820 tons
" ½ per cent. grade	850 tons
" 1 " " "	520 tons
" 2 " " "	270 tons
" 3 " " "	165 tons
" 4 " " "	110 tons
" 5 " " "	75 tons
" 6 " " "	50 tons

Baldwin 1929

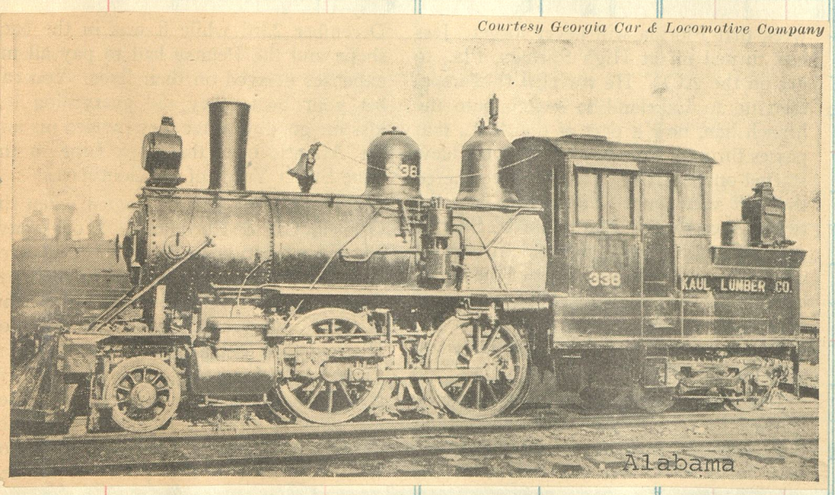


c/n 60838

Baldwin 1892
c/n 13066

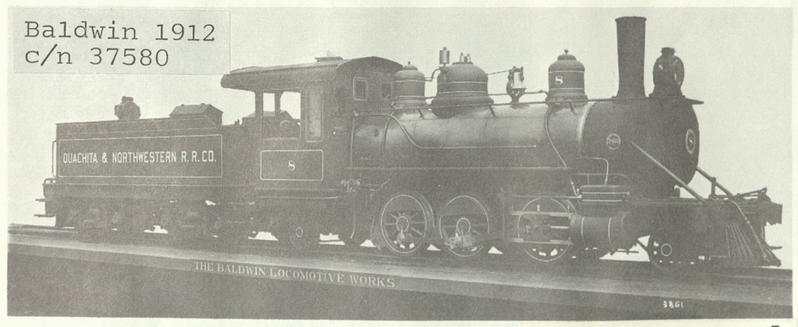


Courtesy Georgia Car & Locomotive Company



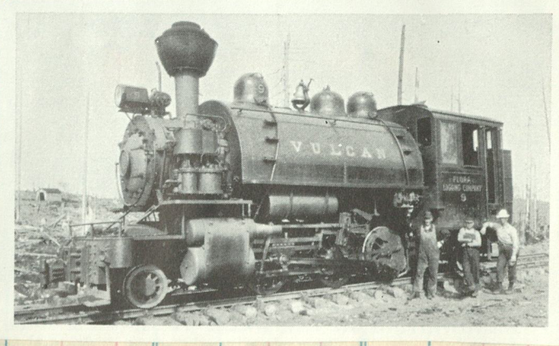
Alabama

Baldwin 1912
c/n 37580



Ouachita & Northwestern #8, 1912, 2-6-2 type. [37 mi in La.]

Owned by Louisiana Central Lumber Co

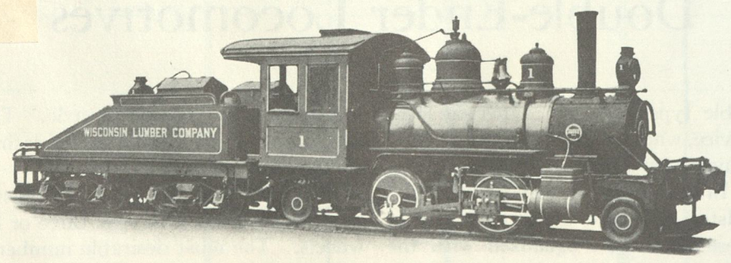


SADDLE-TANKER No. 9, operated by the Flora Logging Company, helped denude Oregon's Coast Range. Logging road connected with Carlton & Coast R.R.; engine built by Vulcan Iron Works, Wilkes-Barre, Pennsylvania. (An-

Blt 1924
c/n 3503
Used by Oregon Shipbuilding at Vancouver Wa in WW II

Baldwin 1912
c/n 38055

THE BALDWIN LOCOMOTIVE WORKS



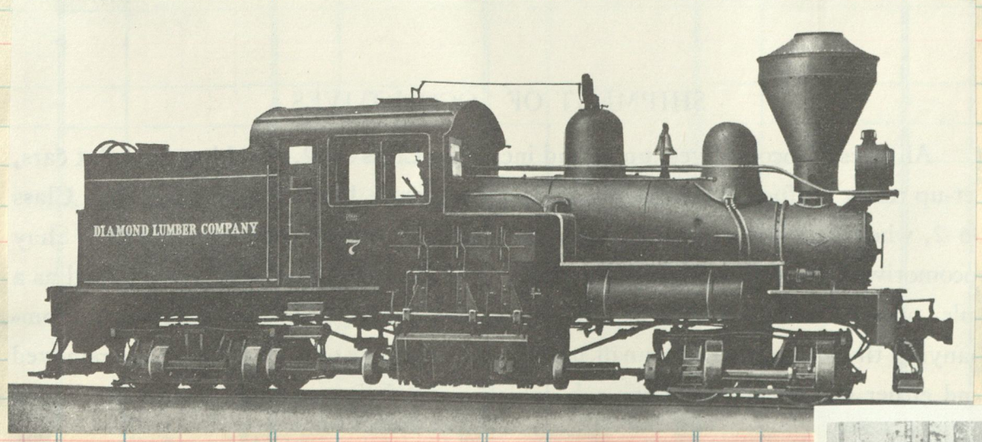
Four-Coupled Double-Ender Locomotive for the Wisconsin Lumber Co., Deering, Missouri

Class 8-16¼-C, 40

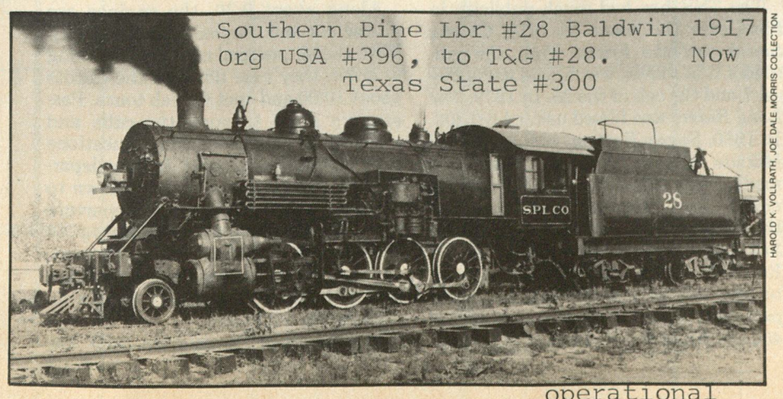
Code Word, REDACTEURS

GENERAL DIMENSIONS

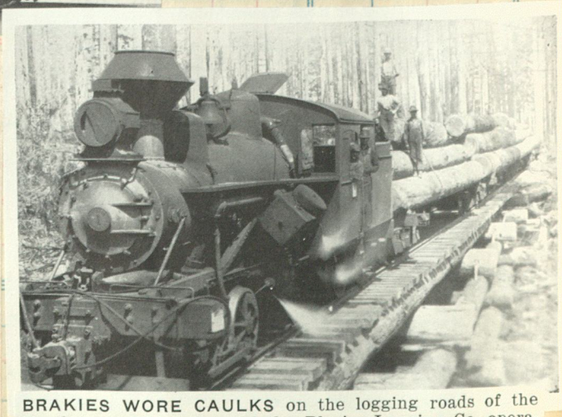
Gauge	4′ 8½″
Cylinders	11″ x 16″
Boiler—Diameter	40″
Working Pressure	160 lbs.
Fuel	Soft Coal
Firebox—Length	36 11/16″
Width	34⅜″
Tubes—Number	88
Diameter	2″
Length	8′ 6″
Heating Surface—Firebox	43 sq. ft.
Tubes	388 sq. ft.
Total	431 sq. ft.
Grate Area	8.7 sq. ft.
Driving Wheels—Diameter	36″
Truck Wheels—Front, Diameter	24″
Back, Diameter	24″
Wheel Base—Driving	5′ 6″
Total Engine	17′ 6″
Total Engine and Tender	35′ 9″
Weight—On Driving Wheels	27,750 lbs.
Total Engine	43,750 lbs.
Total Engine and Tender	78,000 lbs.
Tank Capacity	1,500 gals.
Fuel Capacity	3 tons
Service Conditions—	
Curves, 10 degrees.	
Rails, 35–55 pounds per yard.	
Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:	
On a Level	700 tons
" ½ per cent. grade	320 tons
" 1 " " "	190 tons
" 2 " " "	95 tons
" 3 " " "	55 tons
" 4 " " "	35 tons
" 5 " " "	20 tons
" 6 " " "	12 tons



Southern Pine Lbr #28 Baldwin 1917
Org USA #396, to T&G #28. Now
Texas State #300



operational

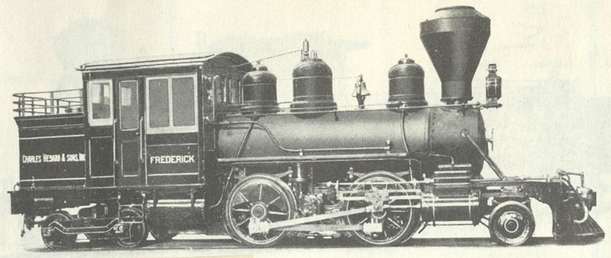


HAROLD K. VOLLRATH, JOE DALE MORRIS COLLECTION

BRAKIES WORE CAULKS on the logging roads of the Northwest. This photo of the Blazier Logging Co. operations was taken near Cape Horn, Washington, in 1912. Engine No. 1, a Heisler gear-driven model, was lettered "Washington Northern R.R. Co." (Courtesy Oregon His-

Clos. No. | Sold

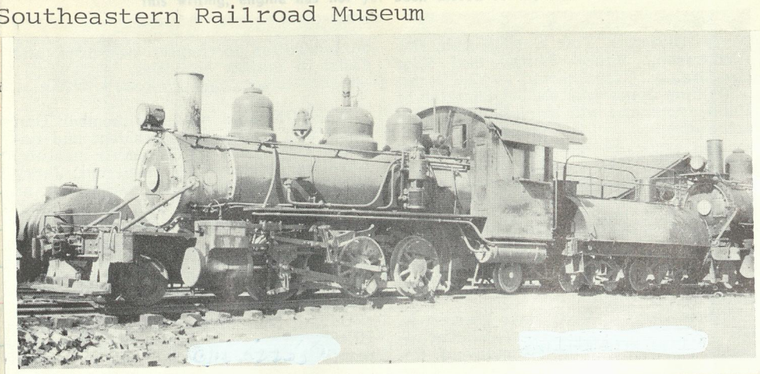
THE BALDWIN LOCOMOTIVE WORKS

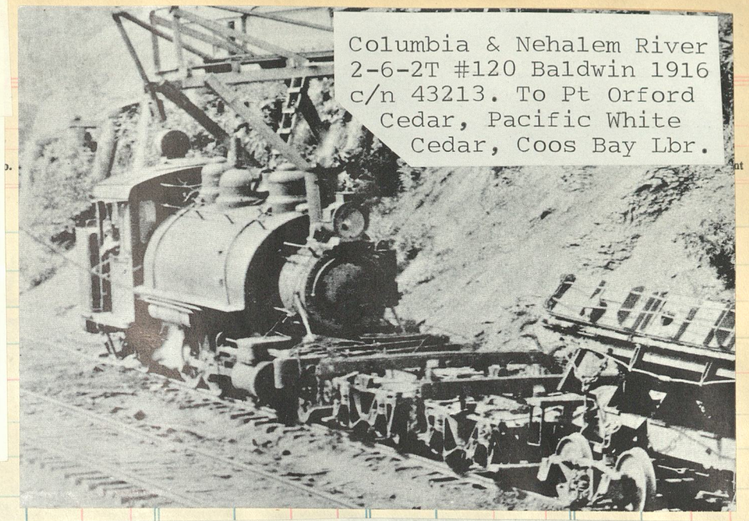


1909 c/n 33531

-Coupled Double-Ender Tank Locomotive for Charles Hebard & Sons
Pequaming, Michigan

Calcasieu Paper #5. Blt by Baldwin 1919 c/n 52255 for Industrial Lbr #107. To Calcasieu Paper #107, renoed #5. Sold to Hartford Lambright, now at the Southeastern Railroad Museum

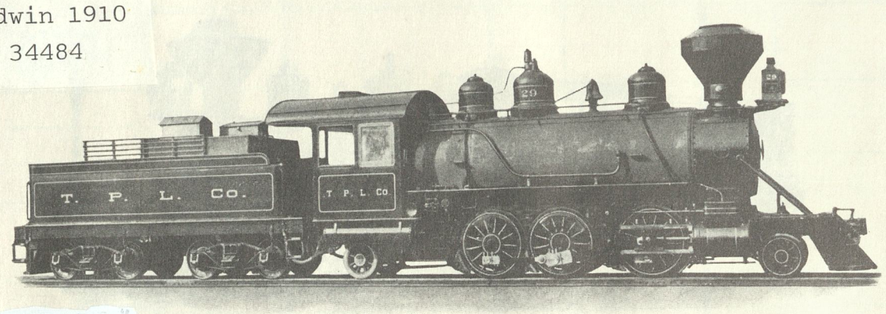




Columbia & Nehalem River
2-6-2T #120 Baldwin 1916
c/n 43213. To Pt Orford
Cedar, Pacific White
Cedar, Coos Bay Lbr.

THE BALDWIN LOCOMOTIVE WORKS

Baldwin 1910
c/n 34484



c/n 34484

Six-Coupled Double-Ender Locomotive for The Pacific Lumber Co., Scotia, California

Class 10-30¼-D, 33

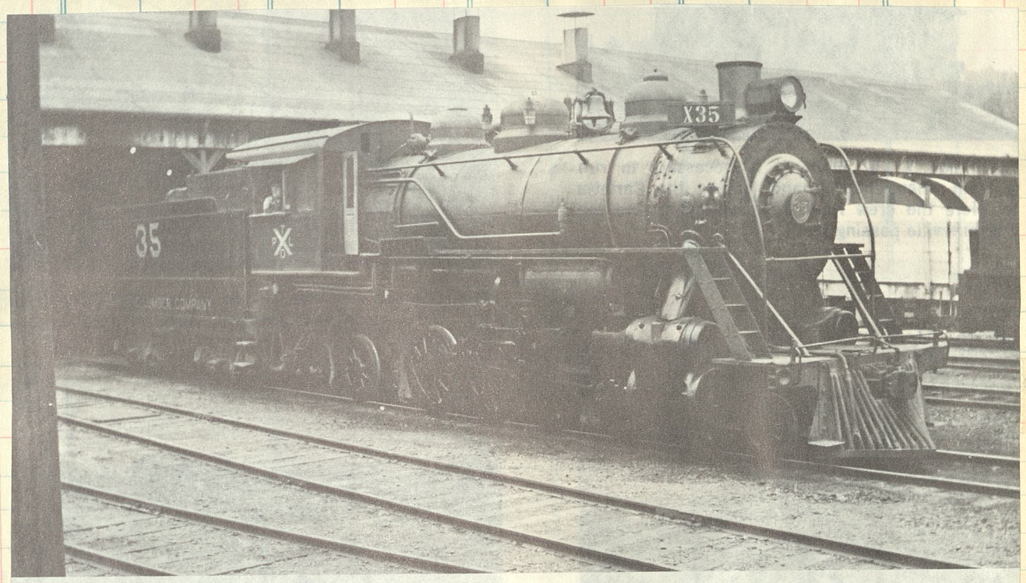
Code Word, REDAMAVERO

GENERAL DIMENSIONS

Gauge	4′ 8½″
Cylinders	18″ x 24″
Boiler—Diameter	64″
Working Pressure	160 lbs.
Fuel	Wood
Firebox—Length	73¾₁₆″
Width	34¼″
Tubes—Number	233
Diameter	2″
Length	13′ 6″
Heating Surface—Firebox	128 sq. ft.
Tubes	1637 sq. ft.
Total	1765 sq. ft.
Grate Area	17.4 sq. ft.
Driving Wheels—Diameter	52″
Truck Wheels—Front, Diameter	30″
Back, Diameter	30″
Wheel Base—Driving	10′ 0″
Total Engine	26′ 7″
Total Engine and Tender	50′ 0″
Weight, Estimated—	
On Driving Wheels	90,000 lbs.
Total Engine	120,000 lbs.
Total Engine and Tender	190,000 lbs.
Tank Capacity	3,500 gals.
Fuel Capacity	3 Cords

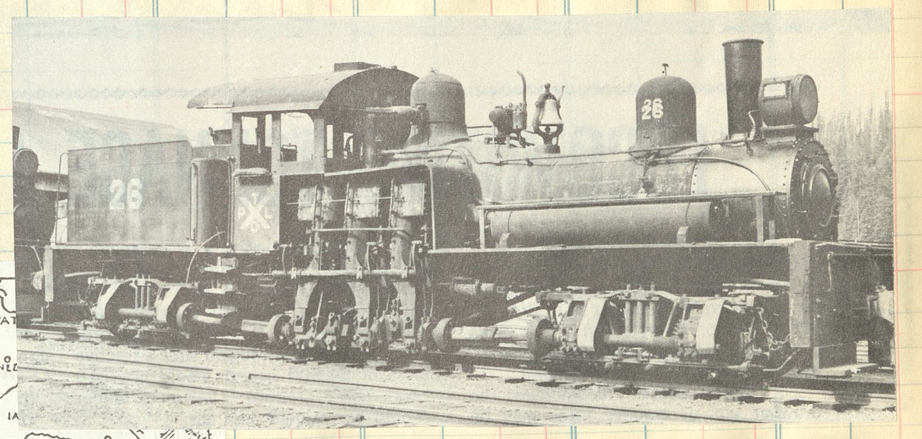
Service Conditions—
Curves, 35 degrees.
Grades, 6 per cent.
Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

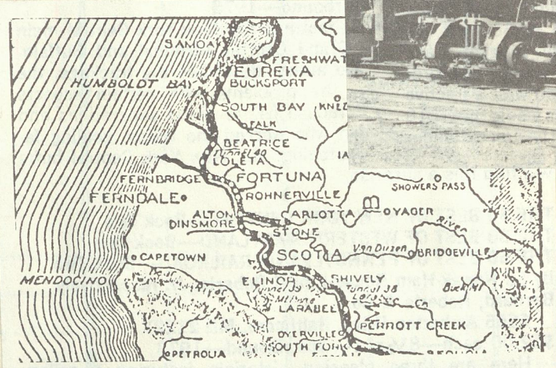
On a Level	2,210 tons
½ per cent. grade	1,035 tons
1 " " "	630 tons
2 " " "	325 tons
3 " " "	205 tons
4 " " "	135 tons
5 " " "	90 tons
6 " " "	60 tons



PL Engine #35, at the Scotia engine house in the heyday of steam, probably about 1940. This was the "A-1" road engine to the end of steam in 1956. It is now in the "Heeber Creeper" in Utah. Built in 1923, Baldwin #57538, 20½"x28" cylinders, 180 pounds pressure, 48" wheels, 141,500 weight on the drivers. . . . Henry Sorensen photo

The town of Scotia in the 1890s. The greater part of the mill structure exists today as PL Mill "A." The only other building remaining is the hotel, the second building from the right edge of the picture. It has survived numerous "face-lifting" projects, and is now the Scotia Inn.



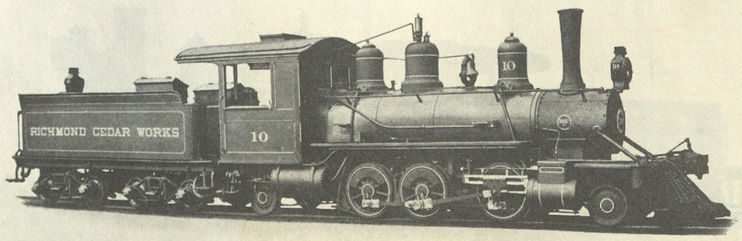


The PL domain extends along various water sheds from the Kneeland-Freshwater area south to Perrott Creek. The main mills are centrally located at Scotia.

APPROXIMATE WEIGHTS AND CAPACITIES OF LOGGING CARS

Average Capacity	Weight of Car	Weight of Load
4 Wheel Cars—1000 Feet	3200 Lbs.	9000 Lbs.
" " 2000 "	5200 "	18000 "
" " 2500 "	6000 "	23000 "
8 Wheel Cars—2800 "	7000 "	25000 "
" " 3800 "	8500 "	35000 "
" " 4800 "	10000 "	44000 "
" " 5800 "	11500 "	53000 "

THE BALDWIN LOCOMOTIVE WORKS



42" gauge
Baldwin 1913

Six-Coupled Double-Ender Locomotive for the Richmond Cedar Works, Norfolk, Va.

Olney, Ore.

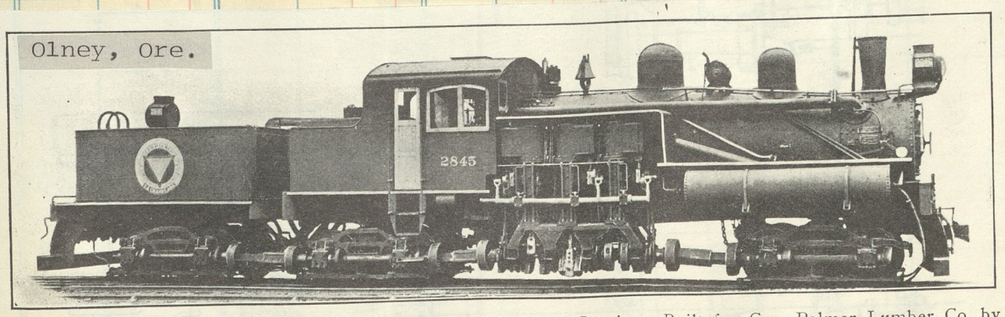
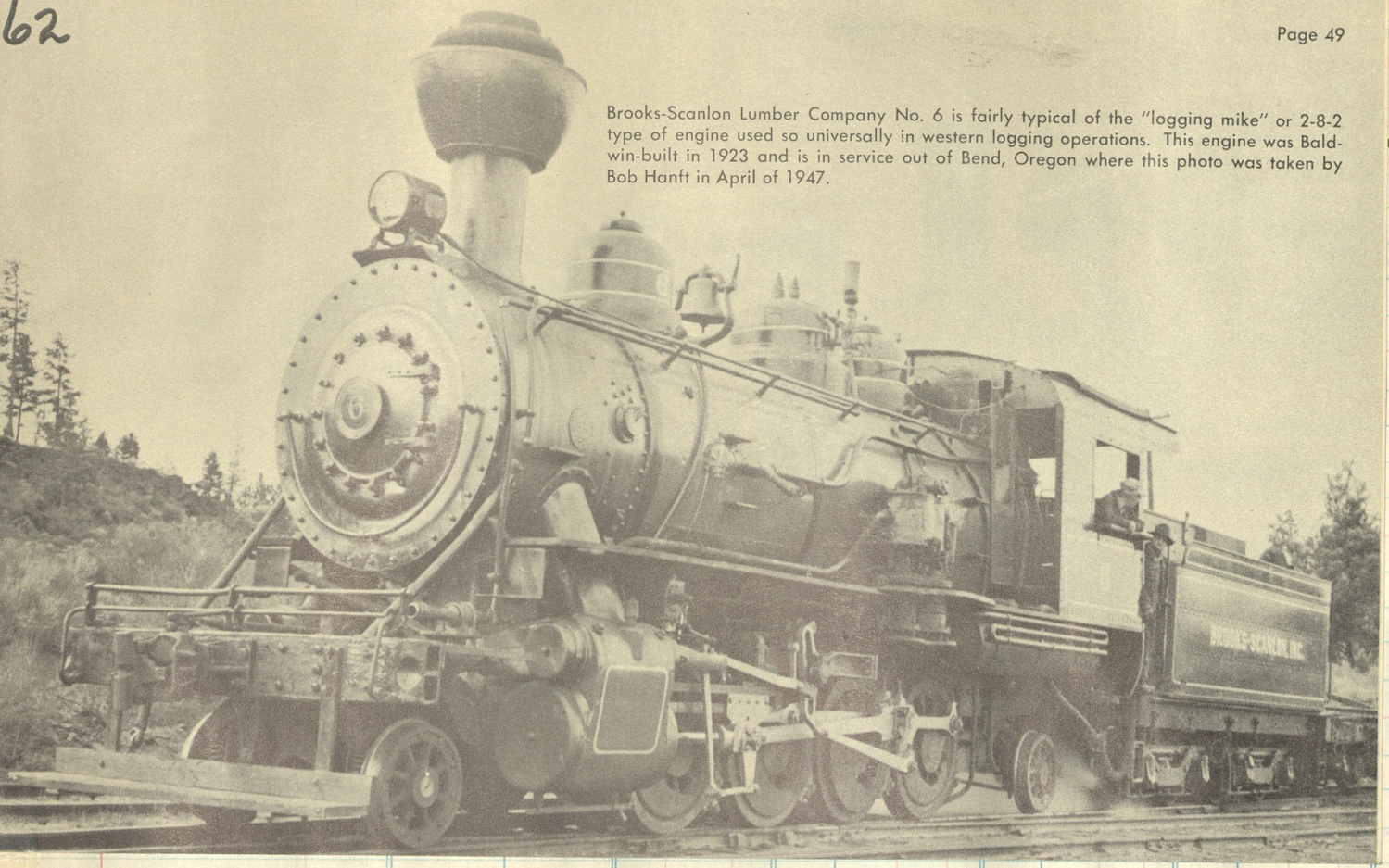


Fig. 163—Twelve-Wheel Shay Geared Locomotive for Logging Service. Built for Geo. Palmer Lumber Co. by the Lima Locomotive Works.

Gage	4 ft. 8½ in.
Cylinders	15 in. x 17 in.
Steam Pressure	200 lbs.
Diam. of Drivers	40 in.
Tractive Effort	44,100 lbs.
Rigid Wheel Base	5 ft. 4 in.
Total Wheel Base	32 ft. 6 in.
Heating Surface, Tubes	1,279 sq. ft.
Heating Surface, Firebox	150 sq. ft.
Heating Surface, Total	1,429 sq. ft.
Heating Surface, Superheater	284 sq. ft.
Grate Area	38.81 sq. ft.
Total Weight	230,000 lbs.
Fuel	Oil

62

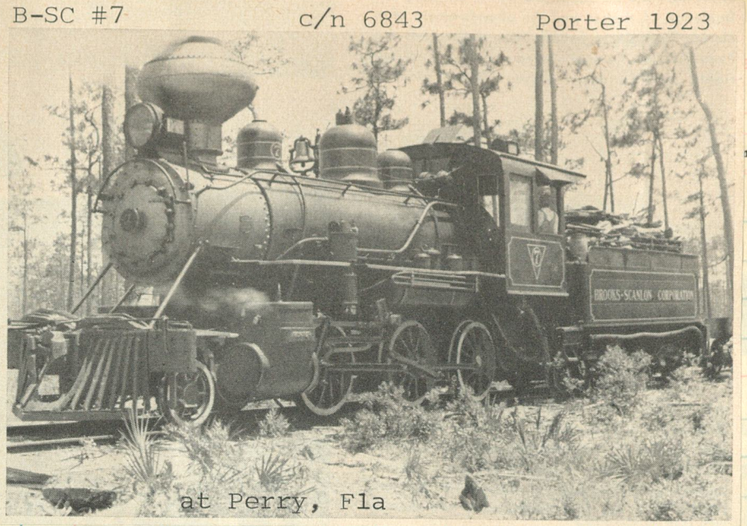


Brooks-Scanlon Lumber Company No. 6 is fairly typical of the "logging mike" or 2-8-2 type of engine used so universally in western logging operations. This engine was Baldwin-built in 1923 and is in service out of Bend, Oregon where this photo was taken by Bob Hanft in April of 1947.

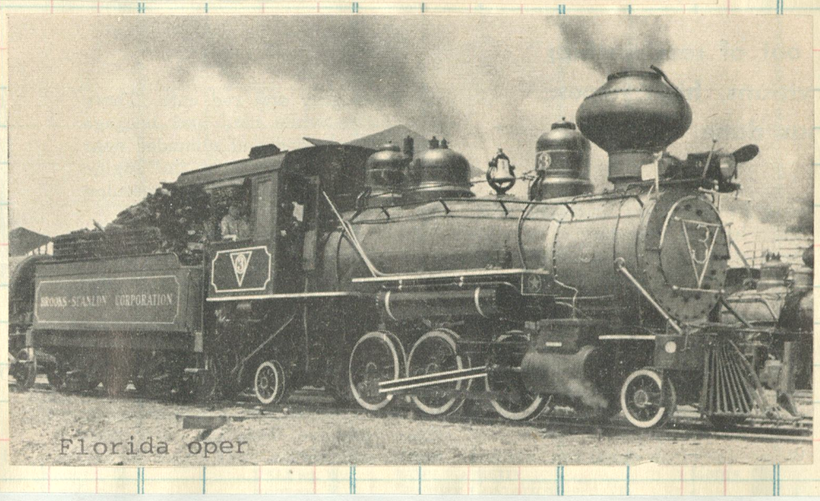
C

Clos	ount	Clos. No.	Sold	Amount

B-SC #7 c/n 6843 Porter 1923

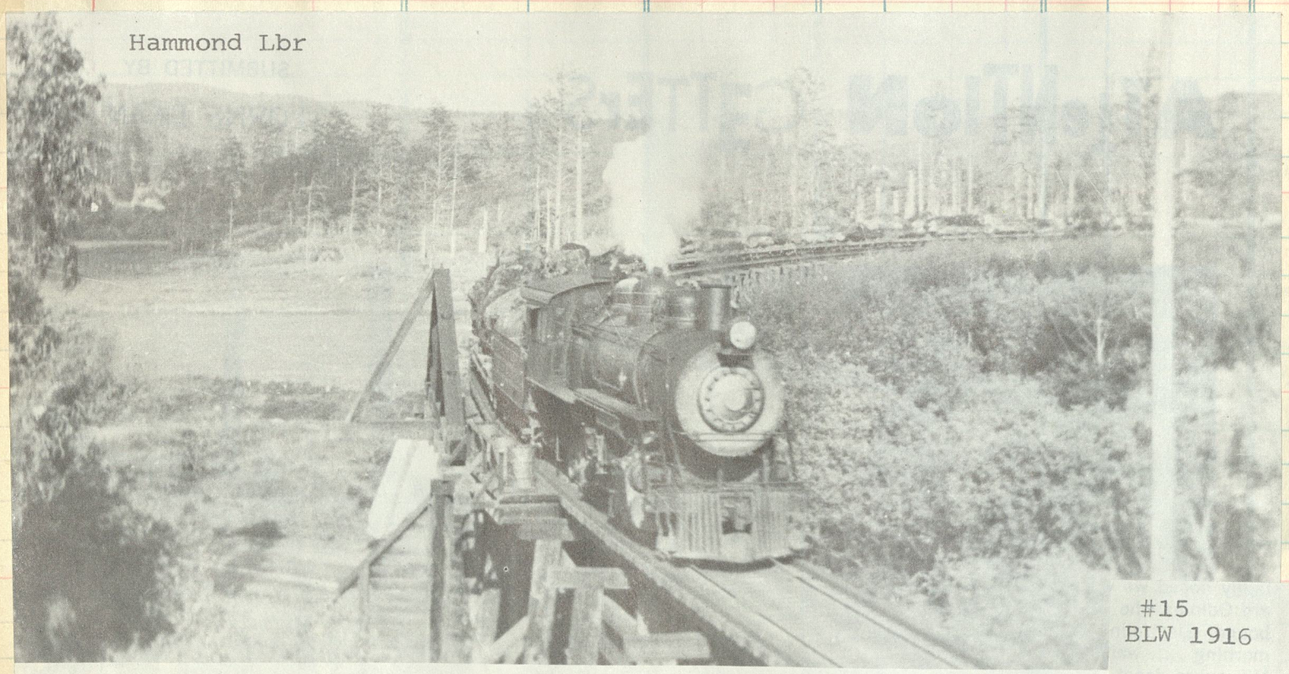


at Perry, Fla



Florida oper

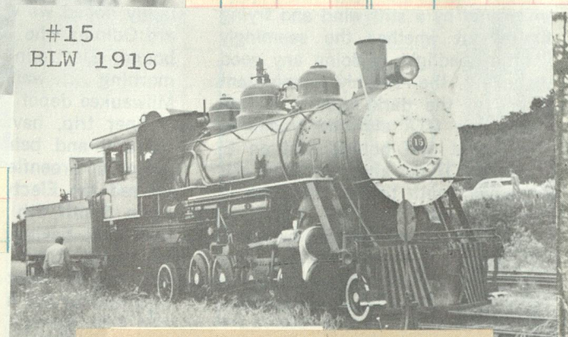
Hammond Lbr



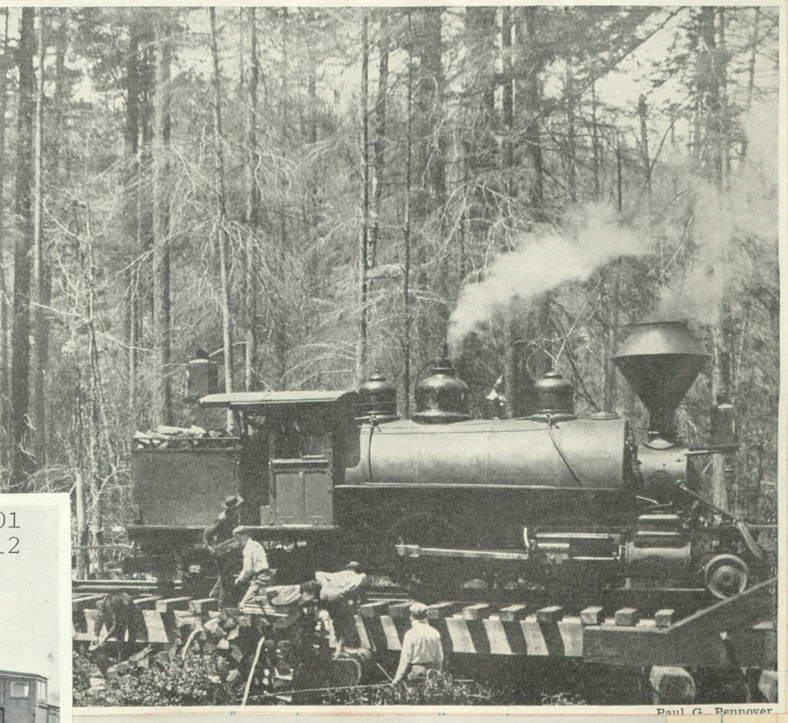
On the head end of a logging train leaving the Crannel Headquarters Camp. The consist seems to stretch from here to eternity.

Hammond Lumber Company #12. Built by Baldwin in 1929 as their #60870. She went to the Hammond & Little River Redwood line as their #12, then to the Arcata & Mad River again as #12, and then on to the Southwest Lumber Mills line where she retained her #12. *Photo, collection of Thomas Lawson.*

#15
BLW 1916



Blt as Mason County Log #12, to Humbird Lbr #4, Hammond Lbr #15, last as Ga. Pac #15. c/n 43563

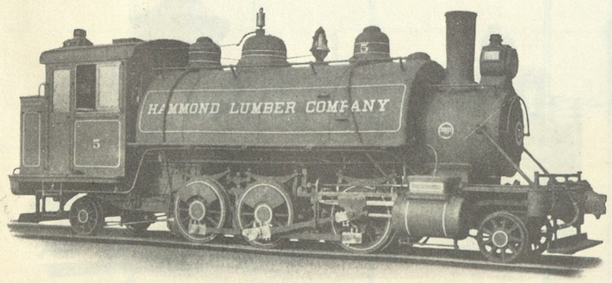


Paul G. Pennover

oding up near Ft Bragg, Hammond Lbr

Built in 1913
c/n 39523
Sold to the
Interstate
Logging #6

THE BALDWIN LOCOMOTIVE WORKS



Six-Coupled Double-Ender Tank Locomotive for the Hammond Lumber Co., Astoria, Oregon

Class 10-28¼-D, 43

Code Word, REDACTORES

Gauge	4′ 8½″
Cylinders	17″ x 24″
Boiler—Diameter	50″
Working Pressure	165 lbs.
Fuel	Oil
Firebox—Length	60 7/16″
Width	34¼″
Tubes—Number	152
Diameter	2″
Length	13′ 6½″

GENERAL DIMENSIONS

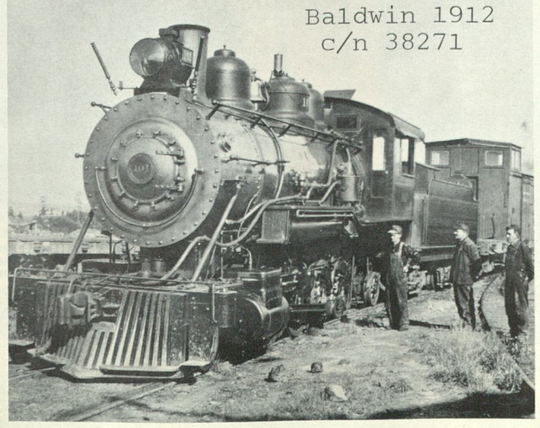
Heating Surface—Firebox	80 sq. ft.
Tubes	1071 sq. ft.
Total	1151 sq. ft.
Grate Area	14.4 sq. ft.
Driving Wheels—Diameter	44″
Truck Wheels—Front, Diameter	28″
Back, Diameter	28″
Wheel Base—Driving	10′ 0″
Total Engine	25′ 9″
Weight—On Driving Wheels	90,800 lbs.
Total Engine	117,750 lbs.
Tank Capacity—Water	1,600 gals.
Oil	550 gals.

Service Conditions—
To haul 70 tons of 2,000 pounds up 7 per cent. straight grade, friction not exceeding 10 pounds per ton.

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine:

On a Level	2,340 tons
" ½ per cent. grade	1,125 tons
" 1 " " "	700 tons
" 2 " " "	385 tons
" 3 " " "	255 tons
" 4 " " "	185 tons
" 5 " " "	140 tons
" 6 " " "	105 tons

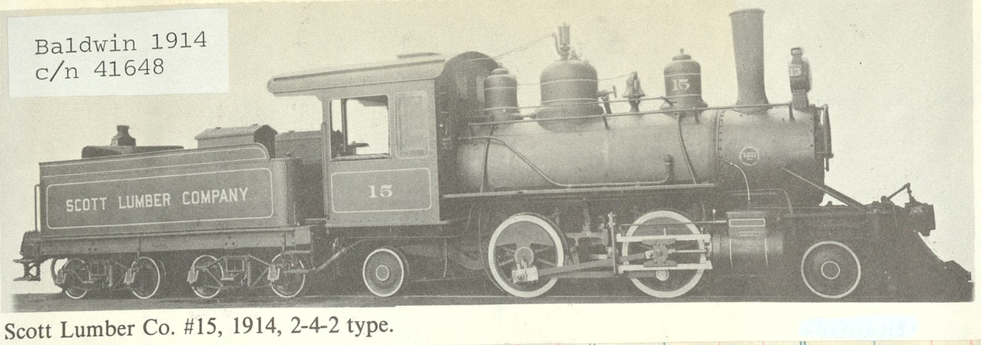
Smith-Powers #101
Baldwin 1912
c/n 38271



John T. Labbe collection

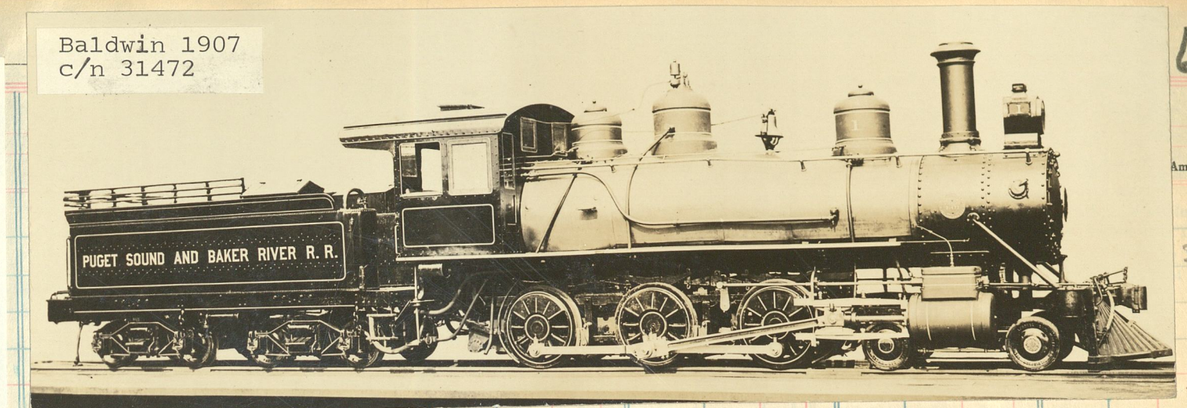
Clos. No. | Sold | Amount

Baldwin 1914
c/n 41648



Scott Lumber Co. #15, 1914, 2-4-2 type.

Baldwin 1907
c/n 31472



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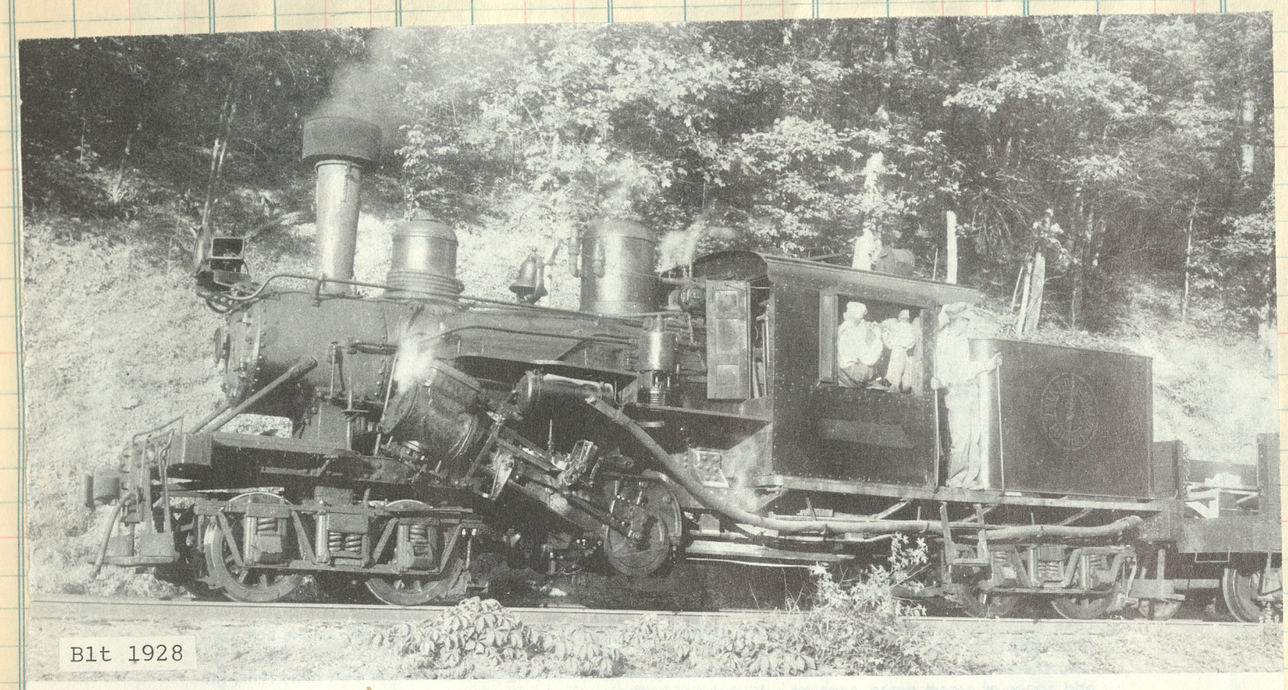
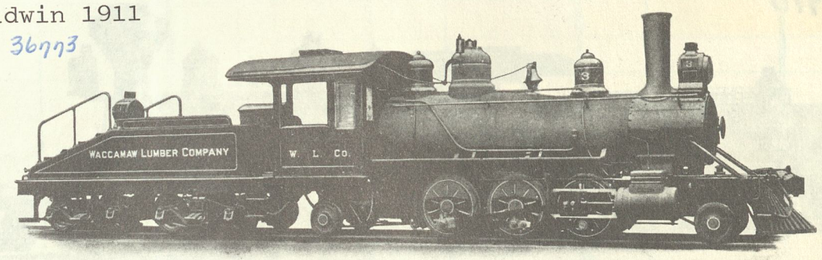


Elk River Coal and Lumber Co.'s Climax No. 3 at Dundon, West Virginia, in May of 1955.

Baldwin 1911
c/n 36773



Six-Coupled Double-Ender Locomotive for the Waccamaw Lumber Co., Bolton, North Carolina

Class 10-20¼-D, 7

Code Word, REDADOPTO

GENERAL DIMENSIONS

Gauge	4′ 8½″
Cylinders	13″ x 22″
Boiler—Diameter	44″
Working Pressure	170 lbs.
Fuel	Soft Coal
Firebox—Length	55 15/16″
Width	34 3/8″
Tubes—Number	116
Diameter	2″
Length	11′ 6″
Heating Surface—Firebox	74 sq. ft.
Tubes	693 sq. ft.
Total	767 sq. ft.
Grate Area	13.3 sq. ft.
Driving Wheels—Diameter	42″
Truck Wheels—Front, Diameter	24″
Back, Diameter	24″
Wheel Base—Driving	8′ 0″
Total Engine	22′ 9″
Total Engine and Tender	43′ 6″
Weight—On Driving Wheels	56,400 lbs.
Total Engine	76,400 lbs.
Total Engine and Tender	122,000 lbs.
Tank Capacity	2,000 gals.
Fuel Capacity	3½ tons

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

On a Level	1,385 tons
" ½ per cent. grade	650 tons
" 1 " " "	395 tons
" 2 " " "	205 tons
" 3 " " "	125 tons
" 4 " " "	80 tons
" 5 " " "	55 tons
" 6 " " "	35 tons

Built 1929
c/n 1569

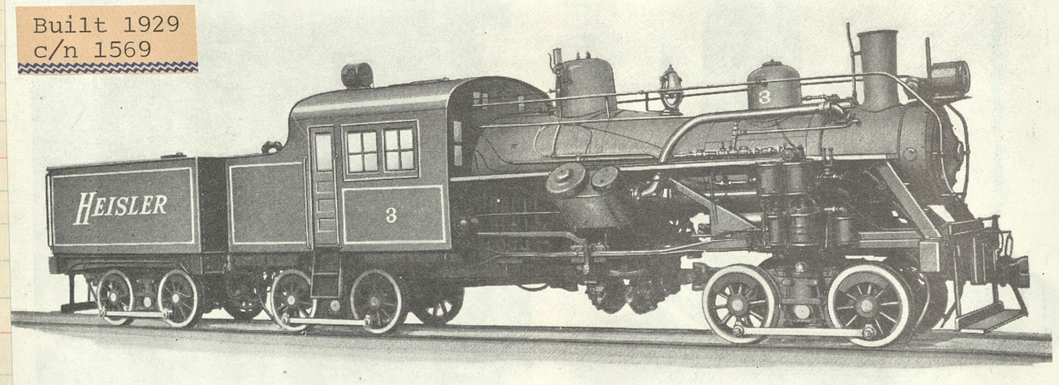


Fig. 2128—Heisler Geared Locomotive, Class 90-12-40 for Logging and Switching Service. Built for White River Lumber Company by the Heisler Locomotive Works. Weight in Working Order 196,000 lb.; Tractive Force 43,600 lb.

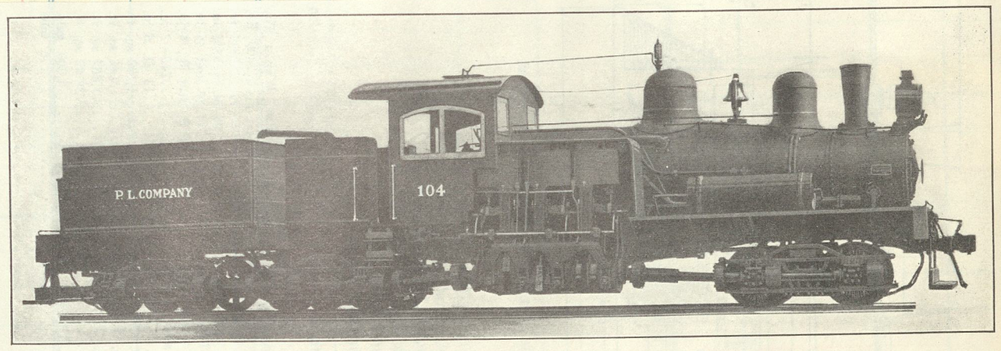
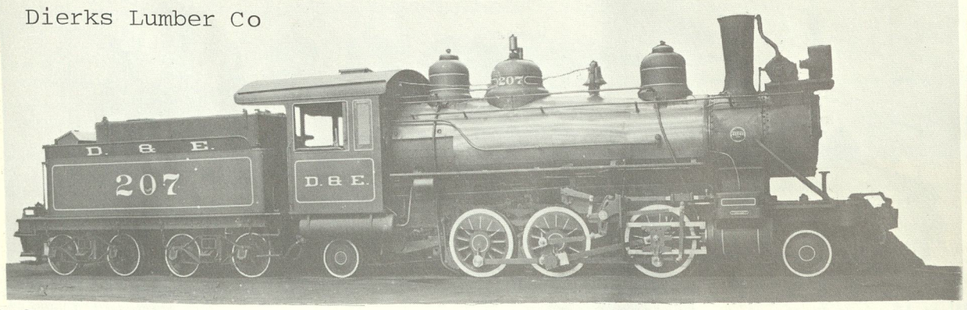


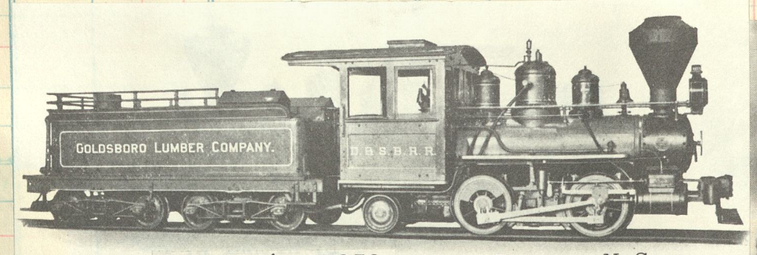
Fig. 112—Twelve-Wheel Shay Geared Locomotive for Logging Service. Built for the Potlatch Lumber Company by the Lima Locomotive Corporation. Three Cylinders, 12 in. x 14 in. Working Steam Pressure, 200 lbs. per sq. in. Diameter of Drivers, 36 in. Tractive Effort, 30,350 lbs. Heating Surface—Tubes, 886 sq. ft.; Firebox, 93 sq. ft.; Total, 989 sq. ft. Grate Area, 27.1 sq. ft. Rigid Wheel Base, 4 ft. 9 in. Total Engine Wheel Base, 40 ft. 11 in. Weight on Drivers, 150,000 lbs. Total Weight of Engine 150,000 lbs. Fuel, Soft Coal.

The 207 was ordered by the Texas, Oklahoma & Eastern from Baldwin in 1917 c/n 45549. Later DeQueen Lbr & Coal Co #207, then as Dierks Forests Inc 207.

Dierks Lumber Co

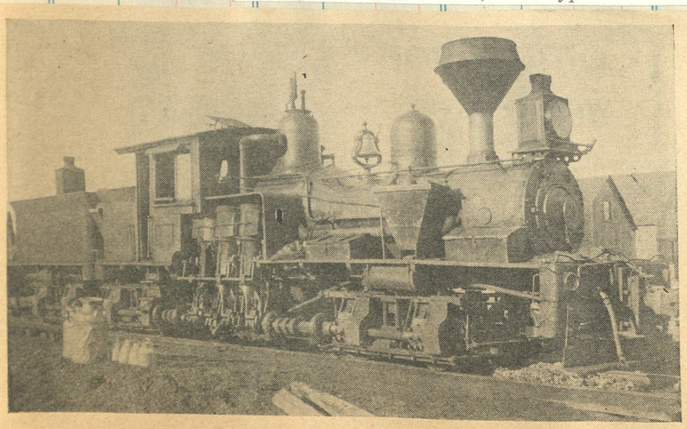


DeQueen & Eastern #207, 2-6-2 type. Baldwin



Baldwin 1906 c/n 27950 Dover, N.C.

On the 3° gauge Argent Lbr near Hardeeville, S.C. Eng #7, a 2-8-0, with a train of yellow pine.



WOOD BURNING SHAY LOCOMOTIVE A. D. Austin

This old-style engine was used in logging in 1906, operating over 15 miles of track in the Cascade Mountains from Buckley, Wash. Note the bevel gear drive.

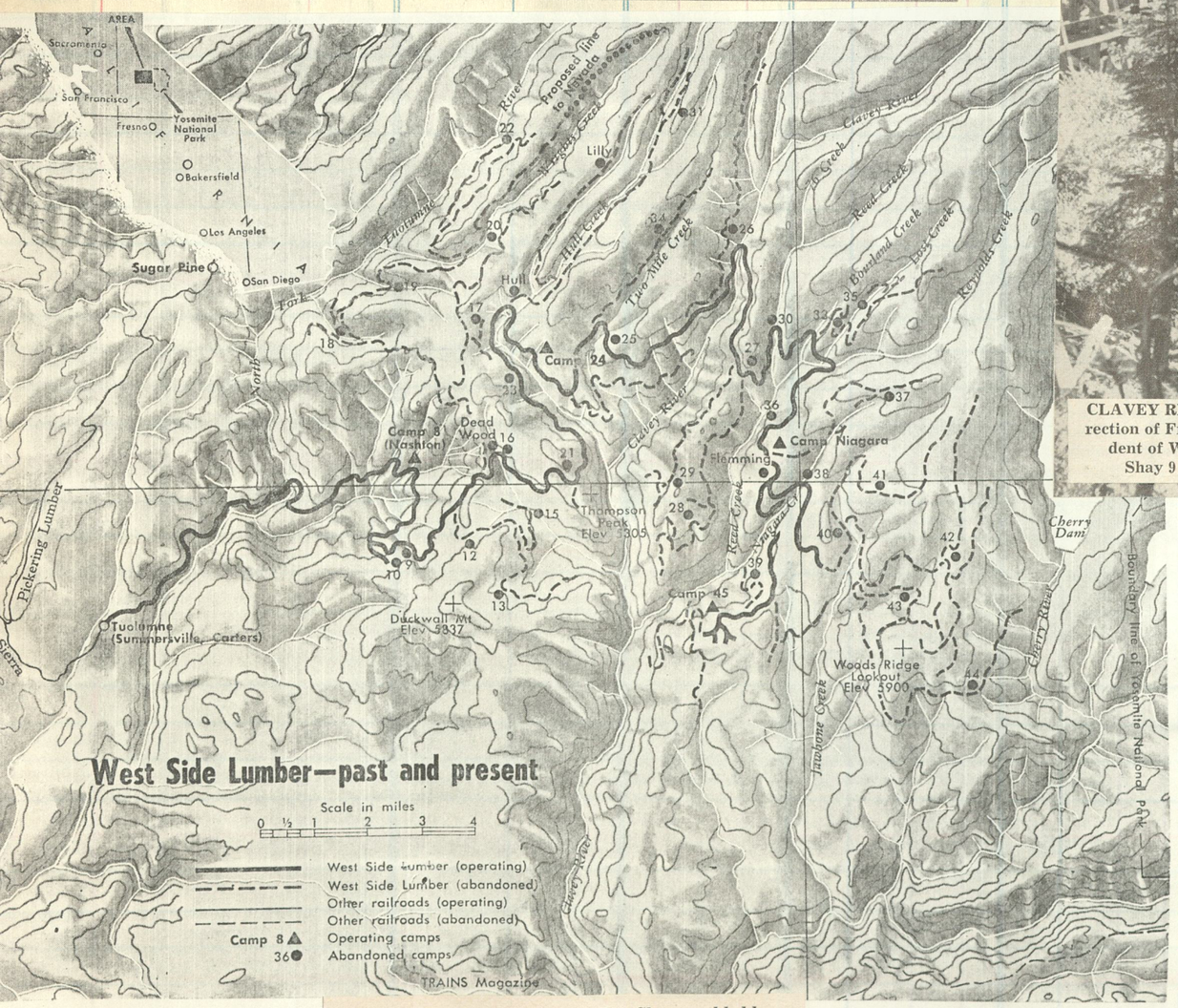
LOGGING IN WEST VIRGINIA Bayard, W.V.

64

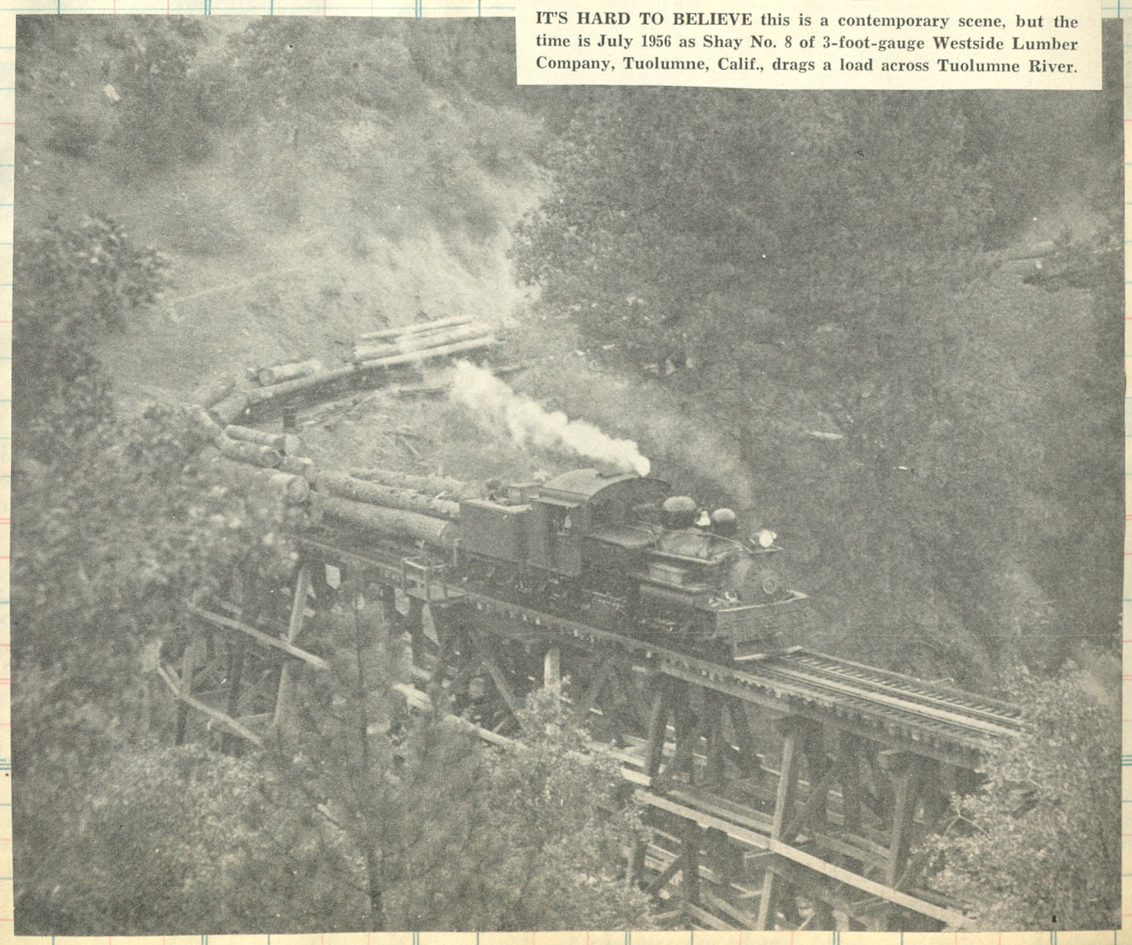
WEST SIDE LUMBER

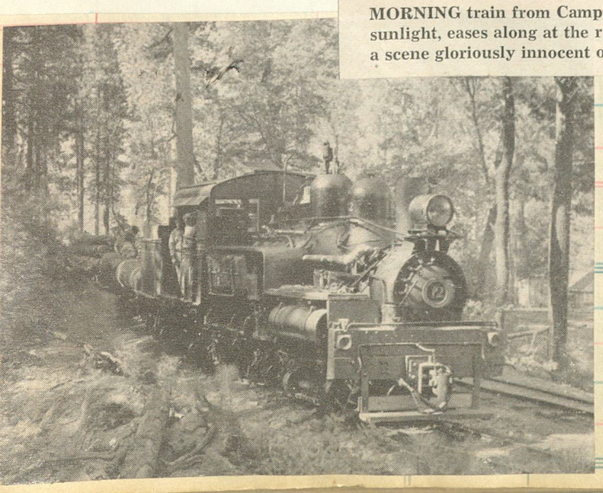
ount | Clos. No. | Clos. No. | Sold | Amount

CLAVEY RIVER BRIDGE was erected in 1917 under direction of Fred Ellis, then chief engineer and now president of West Side Lumber. Spring-fed tank at which Shay 9 will quench thirst is at lower right of photo.



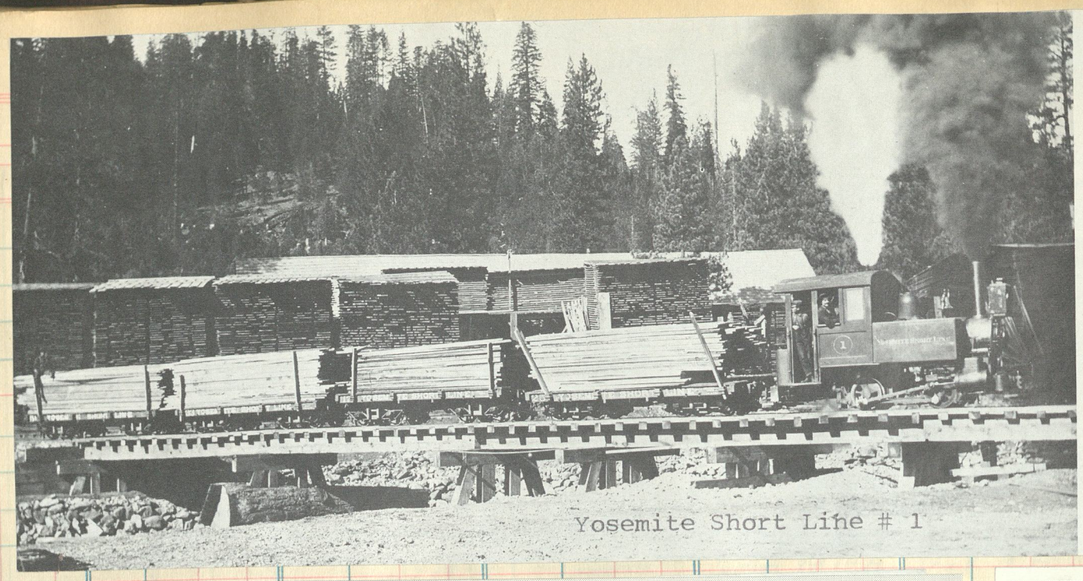
IT'S HARD TO BELIEVE this is a contemporary scene, but the time is July 1956 as Shay No. 8 of 3-foot-gauge Westside Lumber Company, Tuolumne, Calif., drags a load across Tuolumne River.





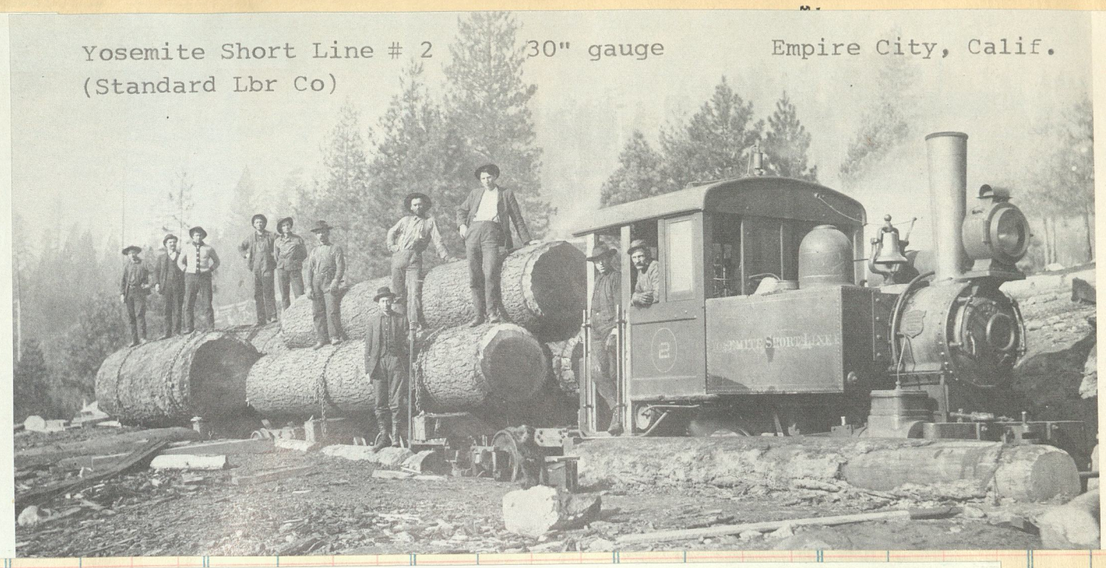
MORNING train from Camp 45, her Shay speckled by sunlight, eases along at the rulebook 8 miles per hour in a scene gloriously innocent of modernistic trappings.

Clos. No. | Sold | Amount

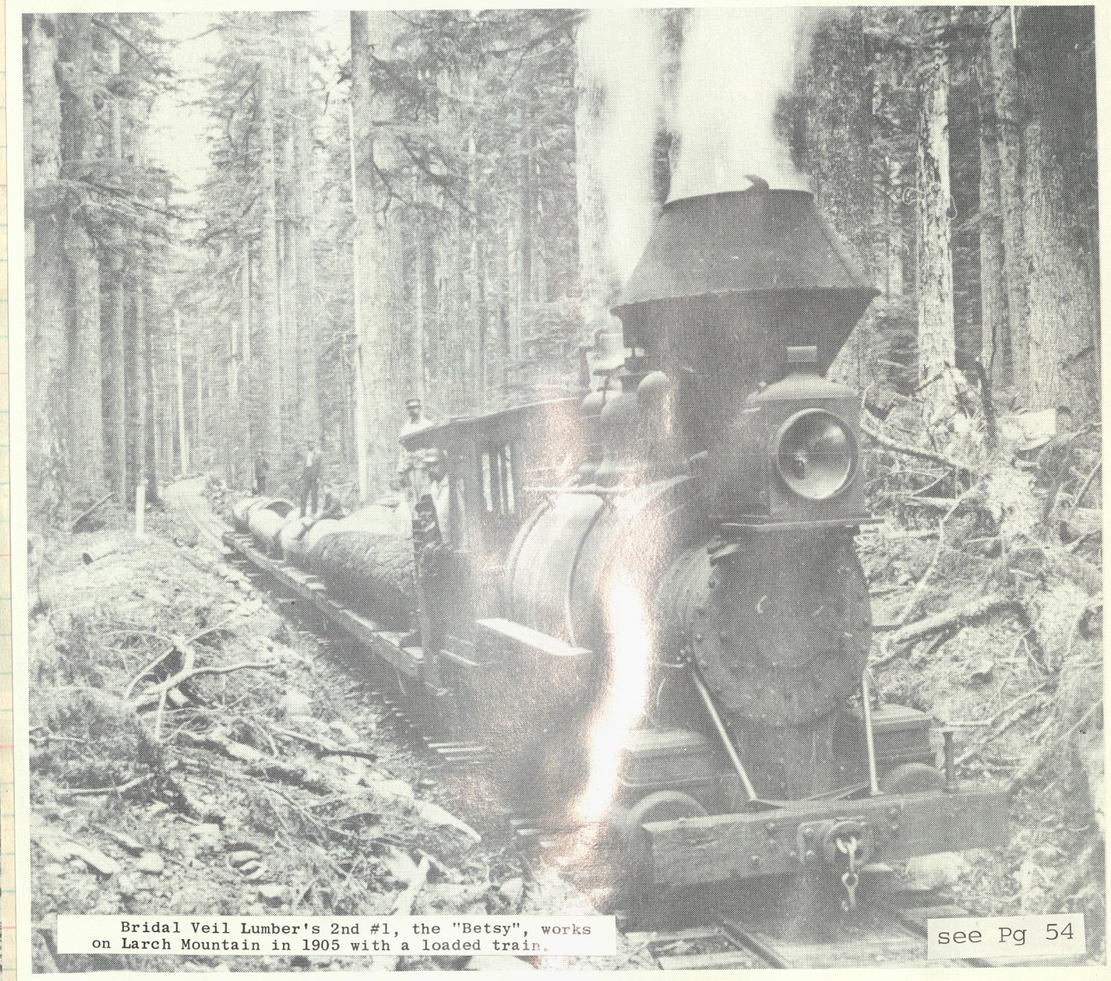


Yosemite Short Line # 1

Yosemite Short Line # 2 (Standard Lbr Co) 30" gauge Empire City, Calif.

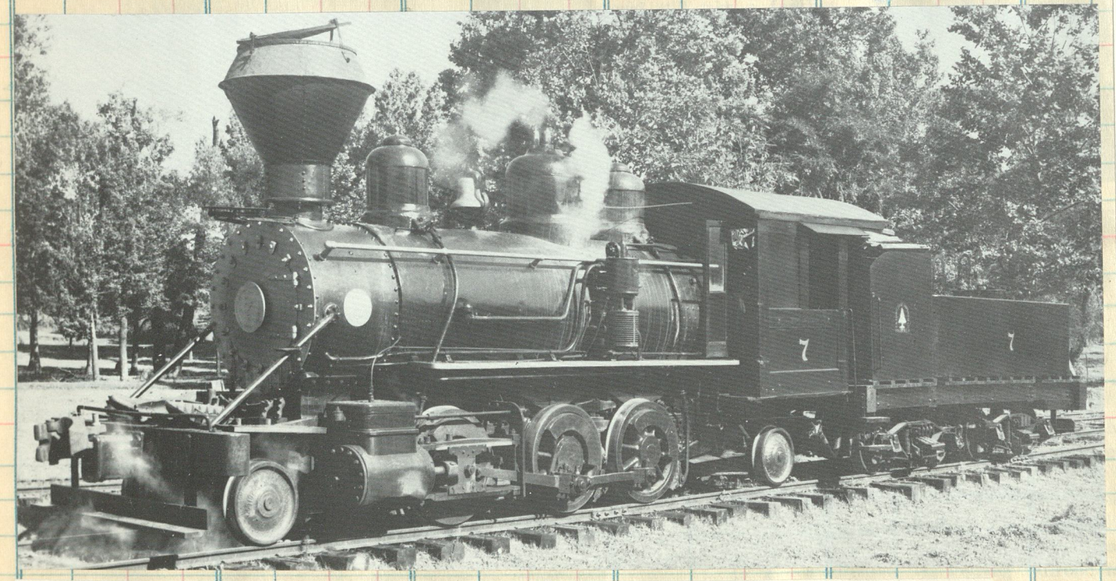


Blt As G.N. #250 by Brooks c/n 2208 in 1892.
Renoed 2nd #60. Sold to Somers Lbr Co 1930.
Bought back by G.N. and sold in
1949 to U.S.Gov't.



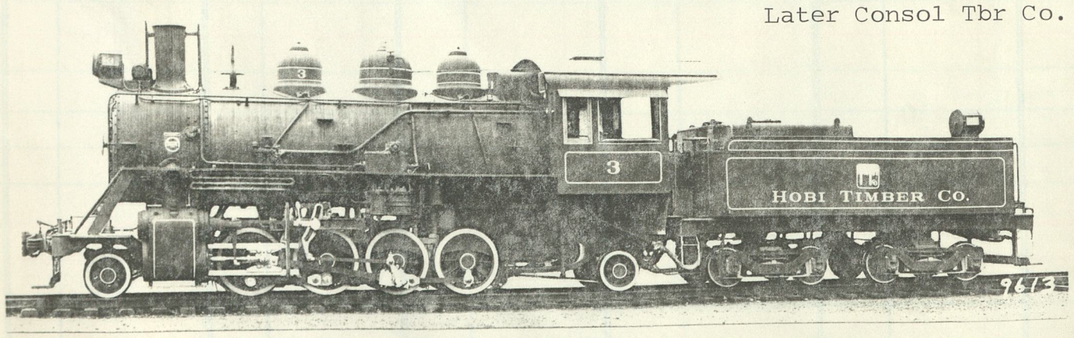
Bridal Veil Lumber's 2nd #1, the "Betsy", works on Larch Mountain in 1905 with a loaded train.

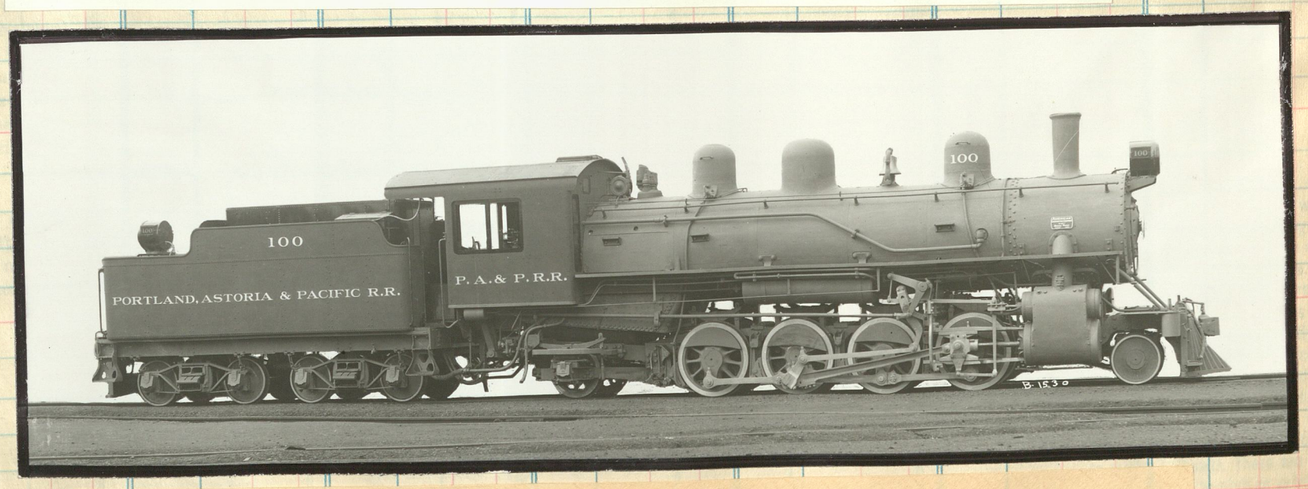
see Pg 54



7 of the Louisiana Long Leaf Lbr Co [Fisher Lbr Co.] may have been among the last wood burners to operate in the U.S.

"A Thing of Beauty is a Joy Forever"
Baldwin 1925
c/n 58678
Later Consol Tbr Co.





In August 1920 the Brooks plant delivered three Mikes to the Oregon-American Lumber co noed 100-102. The 100 [c/n 61857] later went to Weed Lbr #100, then to Long Bell Lbr #100 and last as Yreka Western #100. Sister engine, #101, is still in operation today as #40 on the Valley Railroad in Connecticut. The 102 is on static display as #113 at Woss Camp, Vancouver Island, B.C.

66

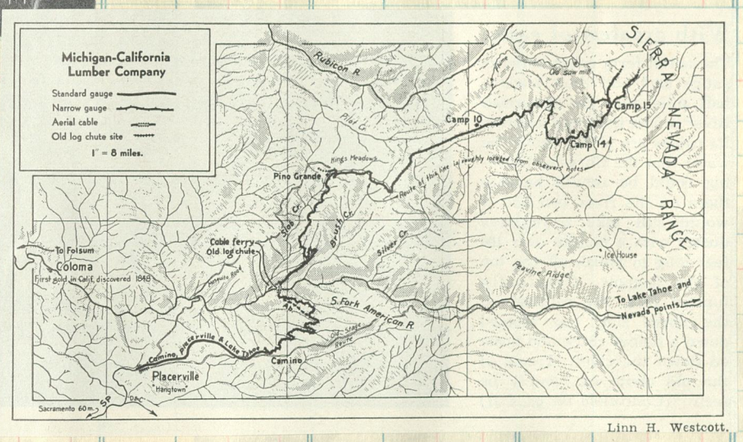
MICHIGAN-CALIFORNIA LUMBER CO

The mill at Pino Grande, California in 1937. Only a few foundations remain of this fine mill. *Photo, collection of Harre Demoro.*

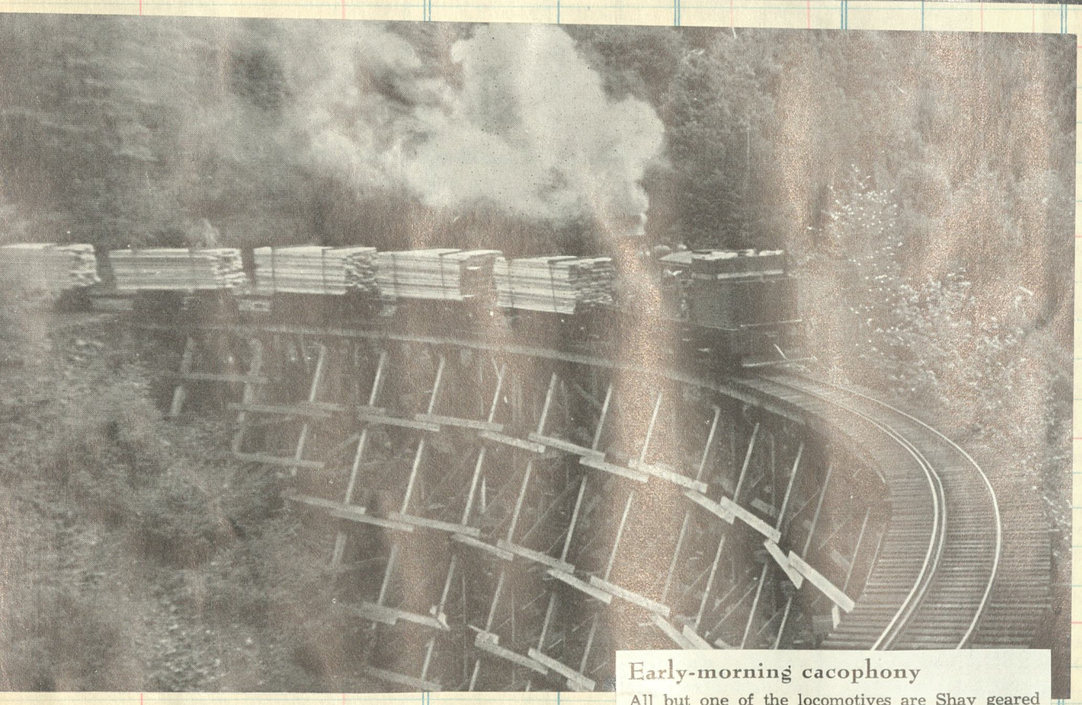
Clos.

Amount

Mill pond at Pino Grande

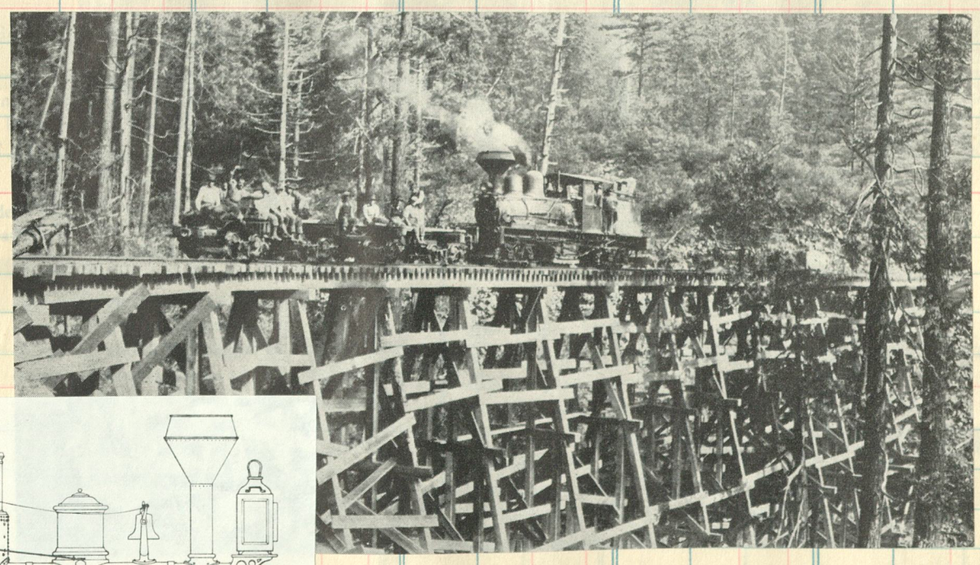


Linn H. Westcott.

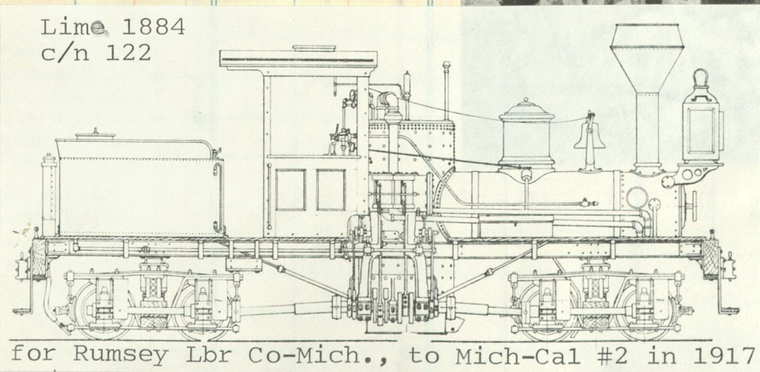


Early-morning cacophony

All but one of the locomotives are Shay geared engines and they can negotiate very sharp curves and rather steep grades. No. 6 is shown here backing down to North Cable with a train of freshly sawed planks from Pino Grande ready to be dried in the Camino yards.

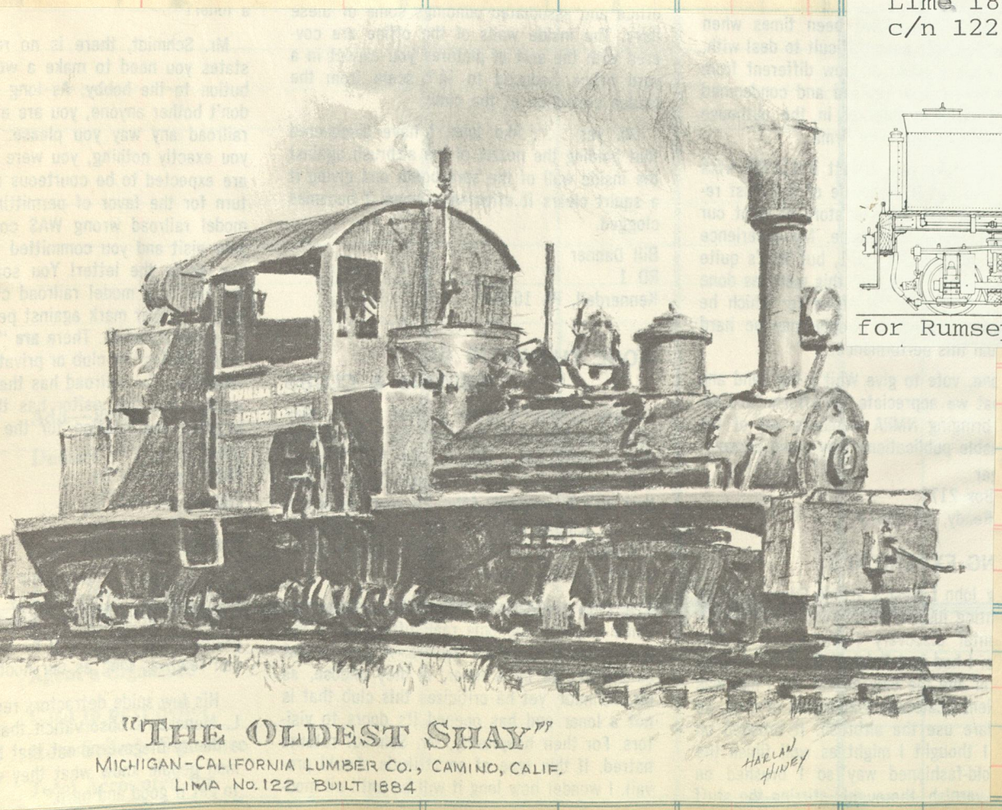


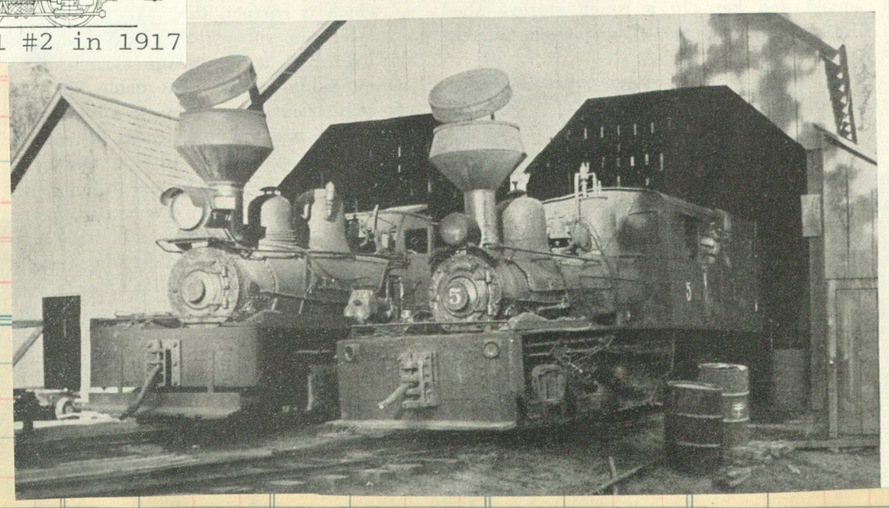
Lima 1884
c/n 122



for Rumsey Lbr Co-Mich., to Mich-Cal #2 in 1917

After a day's work, locomotives with banked fires stand near semi-portable houses at Camp 15. The spark screens are propped up to insure steady draft for the fires. Below, engines 6 and 5 wait at Pino Grande during breakfast for the new day of work.





WESTERN ALLEGHENY RAILROAD CO.

GENERAL OFFICERS.

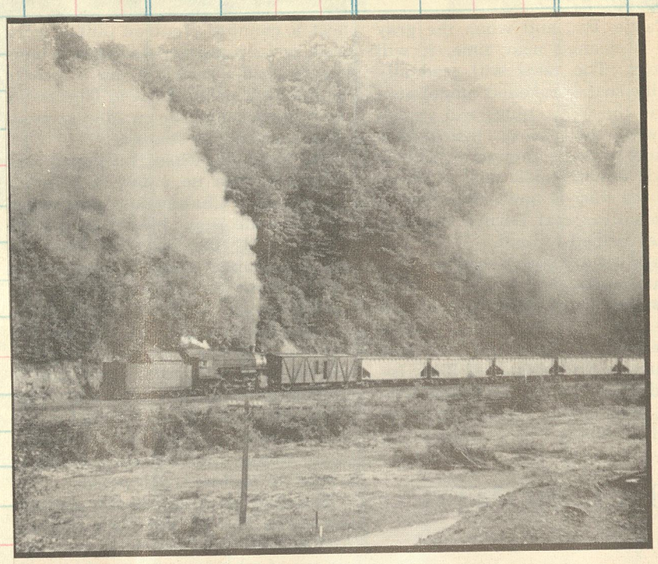
E. W. Smith, President.....Pittsburgh, Pa. | Geo. H. Pabst, Jr., Treasurer...Philadelphia, Pa. | W. C. Burel, Master Mechanic.....Kaylor, Pa.
F. J. Fell, Jr., Comptroller.....Philadelphia, Pa. | W. C. Burel, General Manager.....Kaylor, Pa. | D. O. Lyle, Valuation Engineer..Philadelphia, Pa.

GENERAL OFFICES. KAYLOR, PA.

Miles of road operated, 51. Gauge, 4 ft. 8½ in. Locomotives (coal burning), 6.

#80 blt by Pgh 1913
c/n 53470

Two ex-Pennsy Consolidations of the Western Allegheny Railroad, former power of the line which controls their present owner, lift a 14-car coal train up a steep grade near Dewey, Pa. The 20-mile-long Western Allegheny has four former PRR 2-8-0's to pull its coal drags.



Western Allegheny Helper in Action

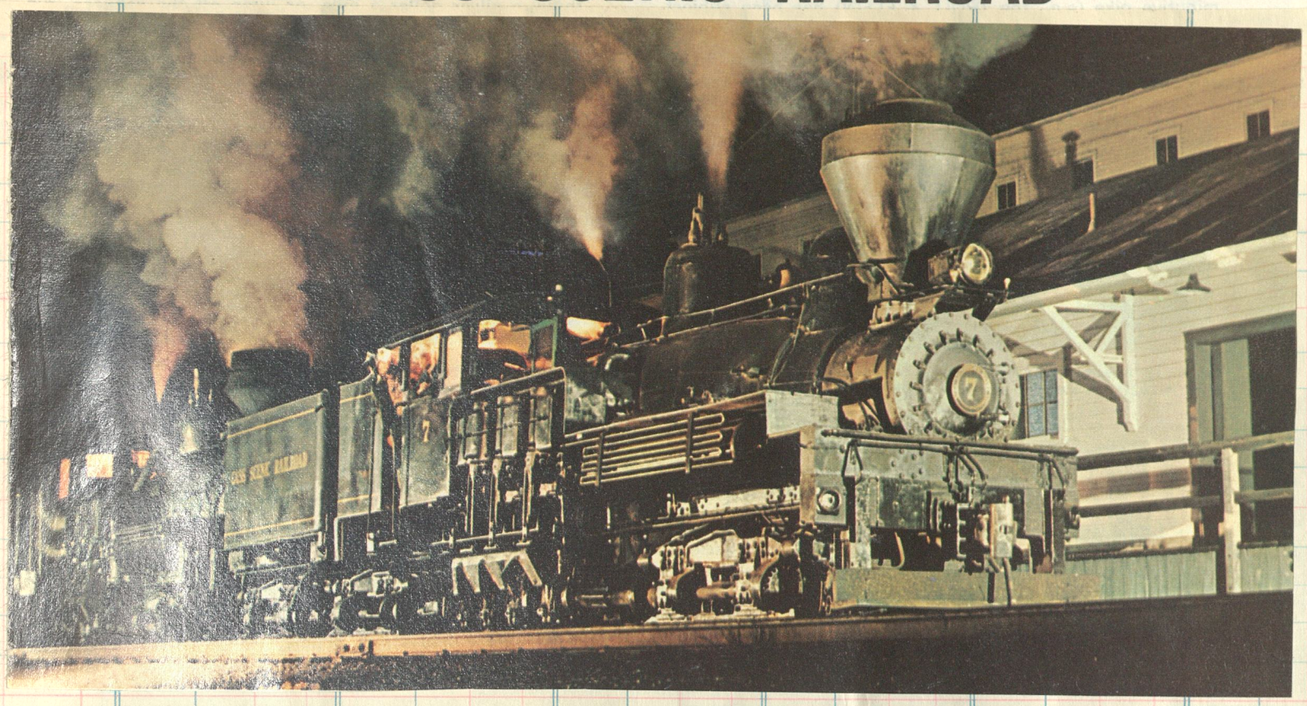
Two Engines, 13 Cars at Kaylor, Pa.

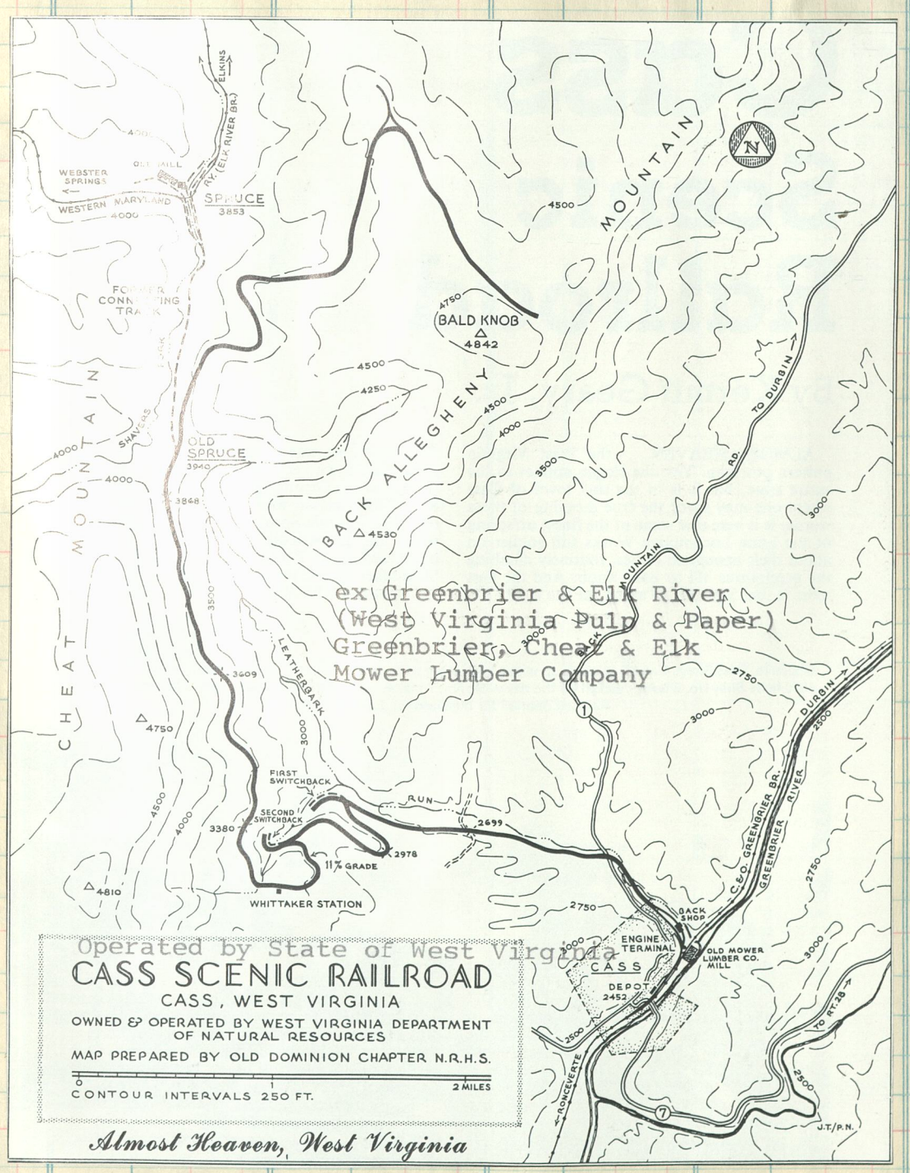
68

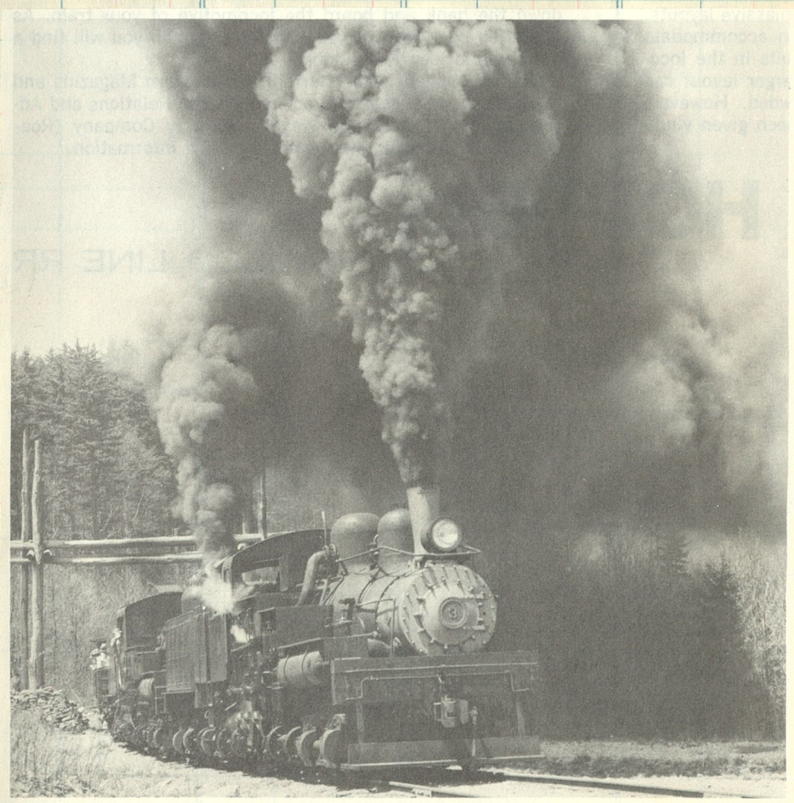
SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

THE CASS SCENIC RAILROAD

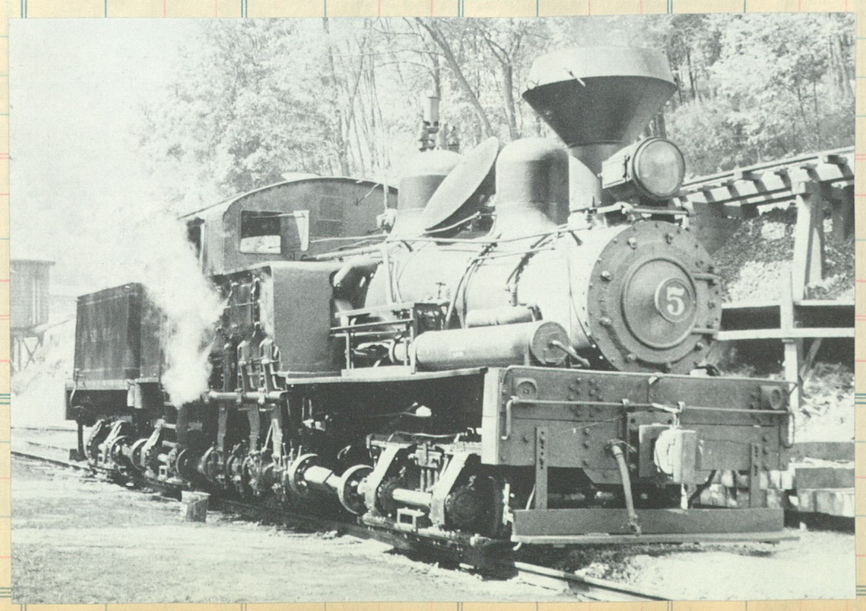




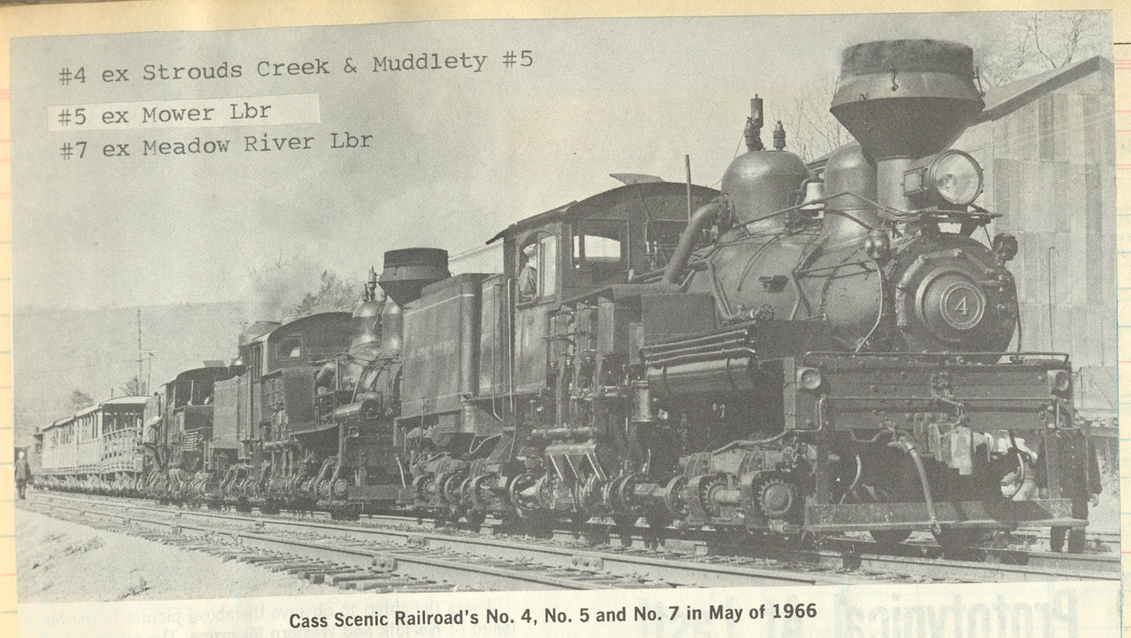


Cass Scenic RR's No. 3 and No. 2 (oil burners) at Bald Knob in 1972

Below, Shay No. 5 shoves a train up the mountain at Back Mountain road crossing in July 1974. No. 5 was built by Lima in 1905.



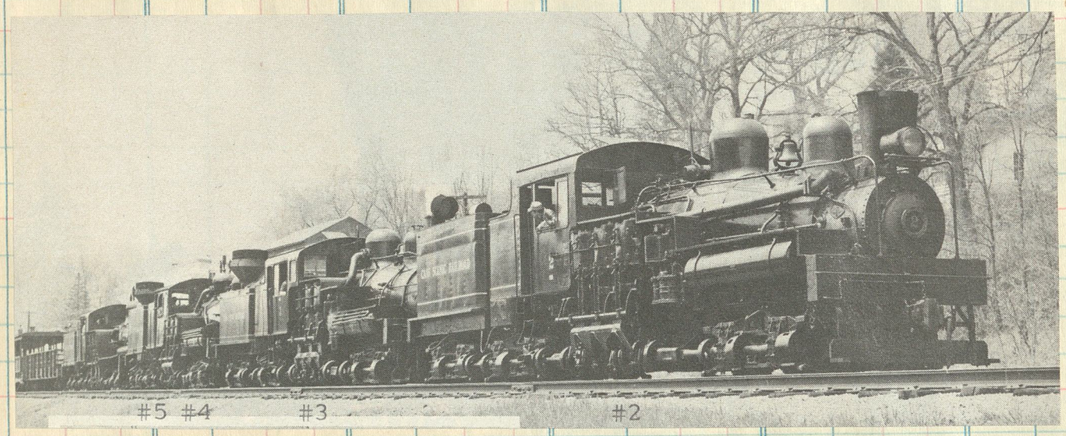
#4 ex Strouds Creek & Muddlety #5
#5 ex Mower Lbr
#7 ex Meadow River Lbr



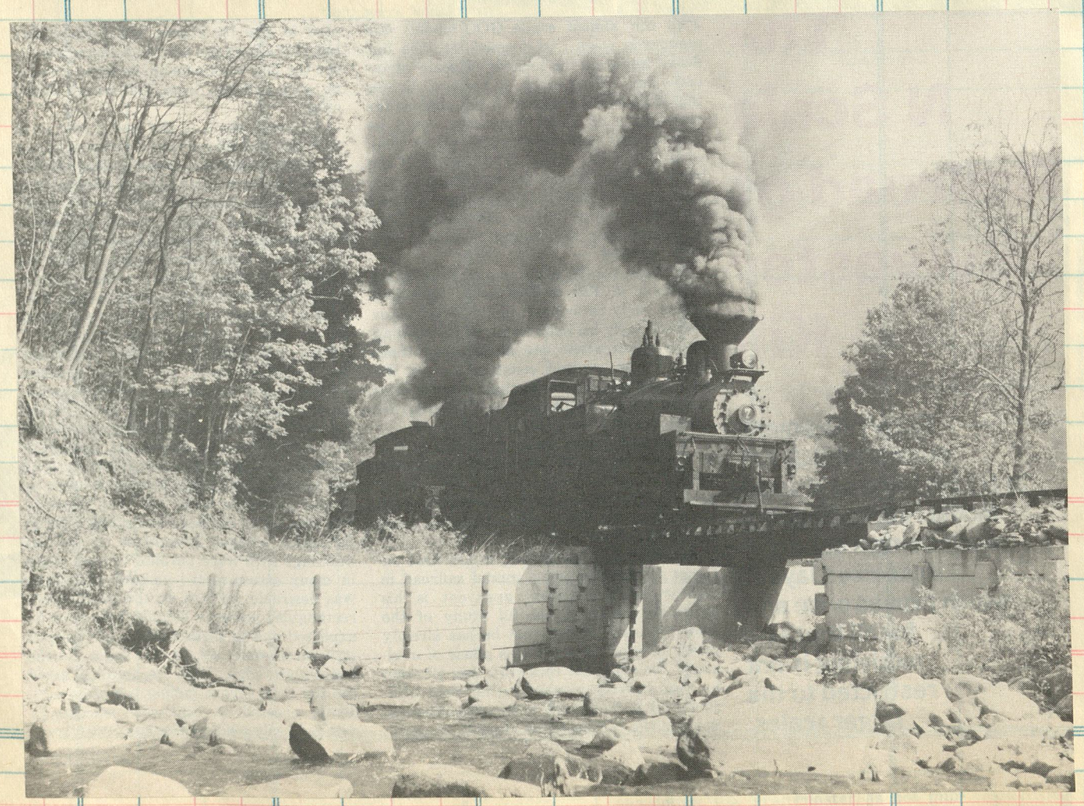
Cass Scenic Railroad's No. 4, No. 5 and No. 7 in May of 1966

The town of Cass, W.Va., in 1925 was a thriving community with wooden sidewalks and wooden buildings. In this scene, looking roughly west, depot and general store buildings are the most recognizable of those remaining today. This town on a hillside would be a natural for modeling.

ex Vancouver Wharves #114



#5 #4 #3 #2

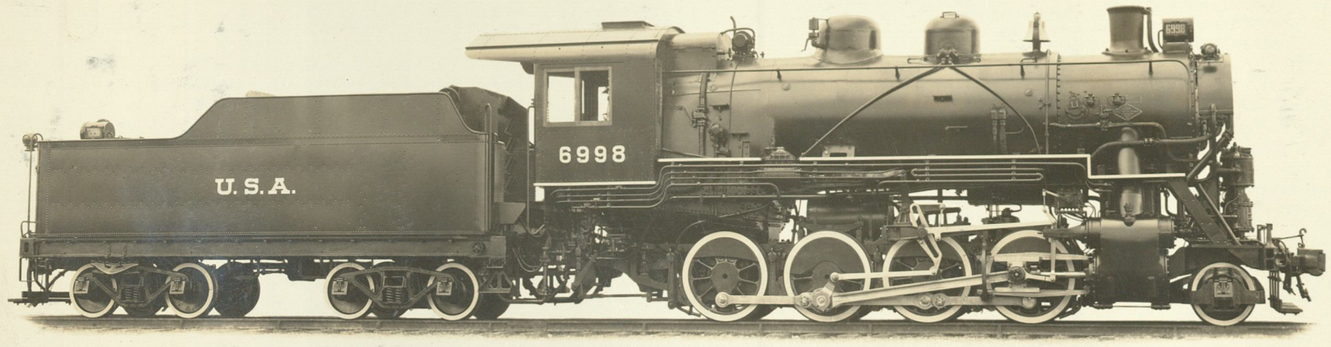


Clos. No.	Sold	Amount

70

War Engines

MILITARY service



In March of 1942 Lima completed its first order for the War Dept. Six of these war horses were delivered, noed 6994-6999. The 6998 went north to serve on the Alaska RR, renoed ARR 501. During course of the war, Lima built 848 engines for the War Department

ES AT

WHEN the war has been won and the inside stories are finally told, the military locomotives will stand along with the jeep, the tank and the other important tools of battle. For the locomotive is a soldier and without it modern mechanized war would be impossible. Supplies in the terms of tens of thousands of tons cannot be transported overland except by railroad—and it is taking a war to prove to some people that this is still just as true as it was before the invention of the motor truck and the airplane.

If any one locomotive deserves the glory it is the standard Consolidation which has been dubbed by the Military Railway Service men as the G. I. Consolidation. Thousands of these 2-8-0's have been built by American plants and have been shipped to all parts of the globe. They are simple locomotives not loaded down with all the modern devices to increase thermal efficiency. Their purpose is to move traffic to run under any conditions and that they do.

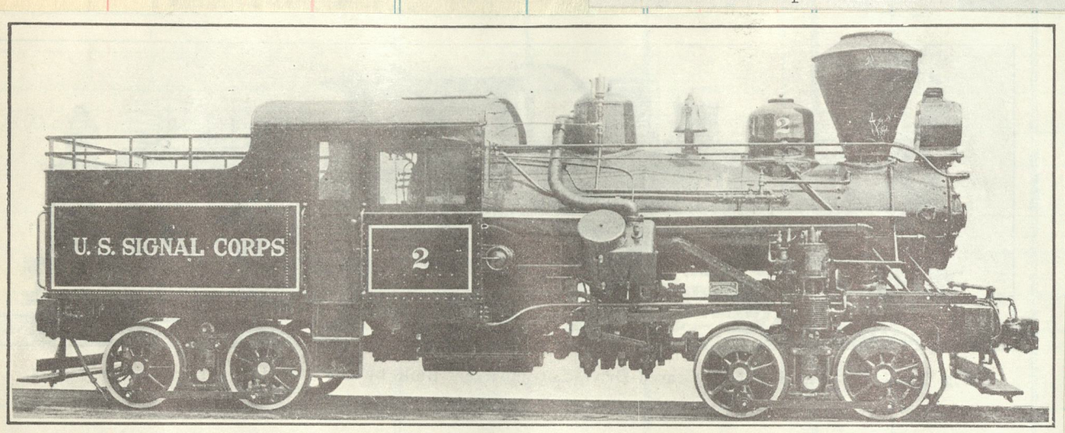
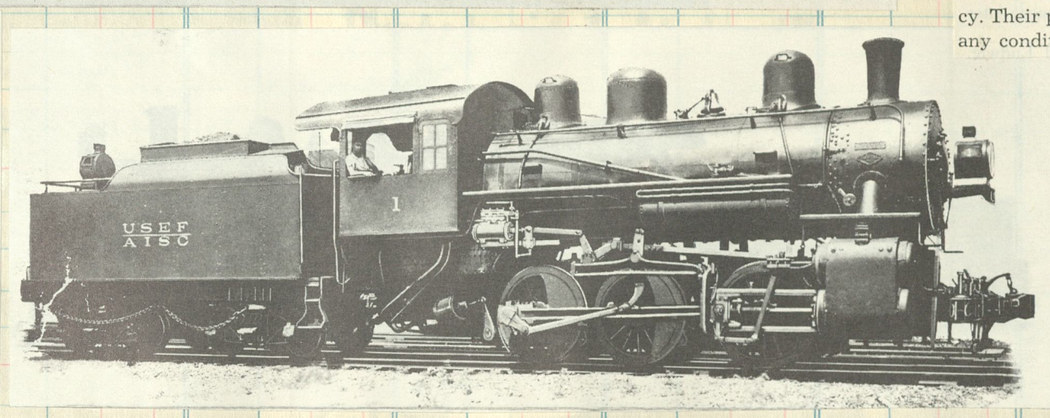
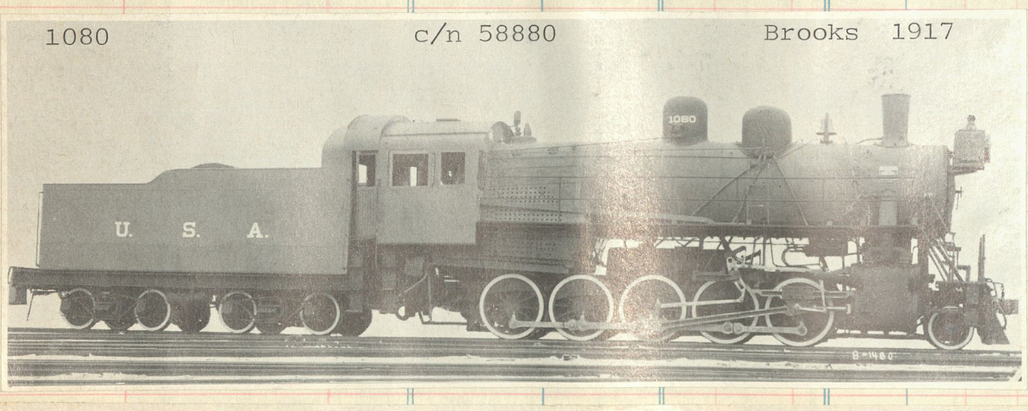


Fig. 2547—Heisler Geared Wood Burning Locomotive with Heisler Special Spark Arrester for Switching Service. Equipped with Air Brakes for Both Locomotive and Train. Weight, 47 Ton; Two-truck, Eight-driver Diamond Frame Construction. Built by the Heisler Locomotive Works.



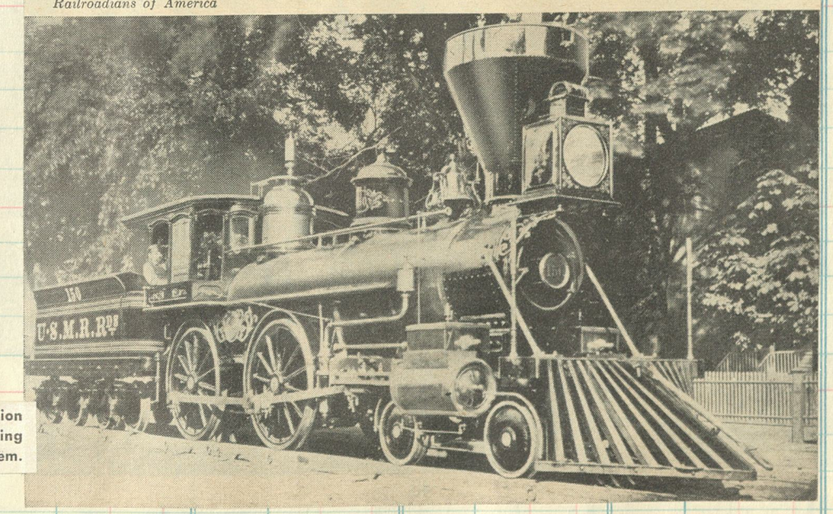
1080 c/n 58880 Brooks 1917

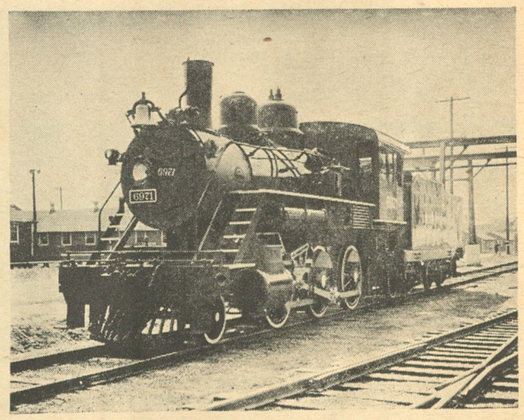


s Alco Decapod typifies what the Russian locomotives looked like at the time they were seized by the United States Railroad Administration d standard-gauged for service here. She had 25" x 28" cylinders, 52" drivers, 180-pound boiler pressure, weighed 210,000 pounds (excluding nder), and developed 51,500 pounds tractive effort. Foreign cab and smokebox details were later discarded by most American lines using them.

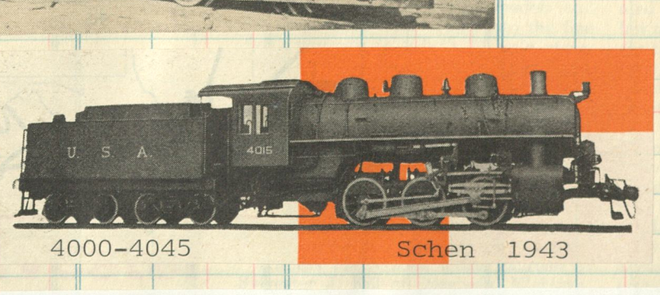
BRAVE AMERICAN TYPE. No. 150 was built in 1864 for U. S. Military Railroads by New Jersey Locomotive & Machine Co.

Railroadians of America

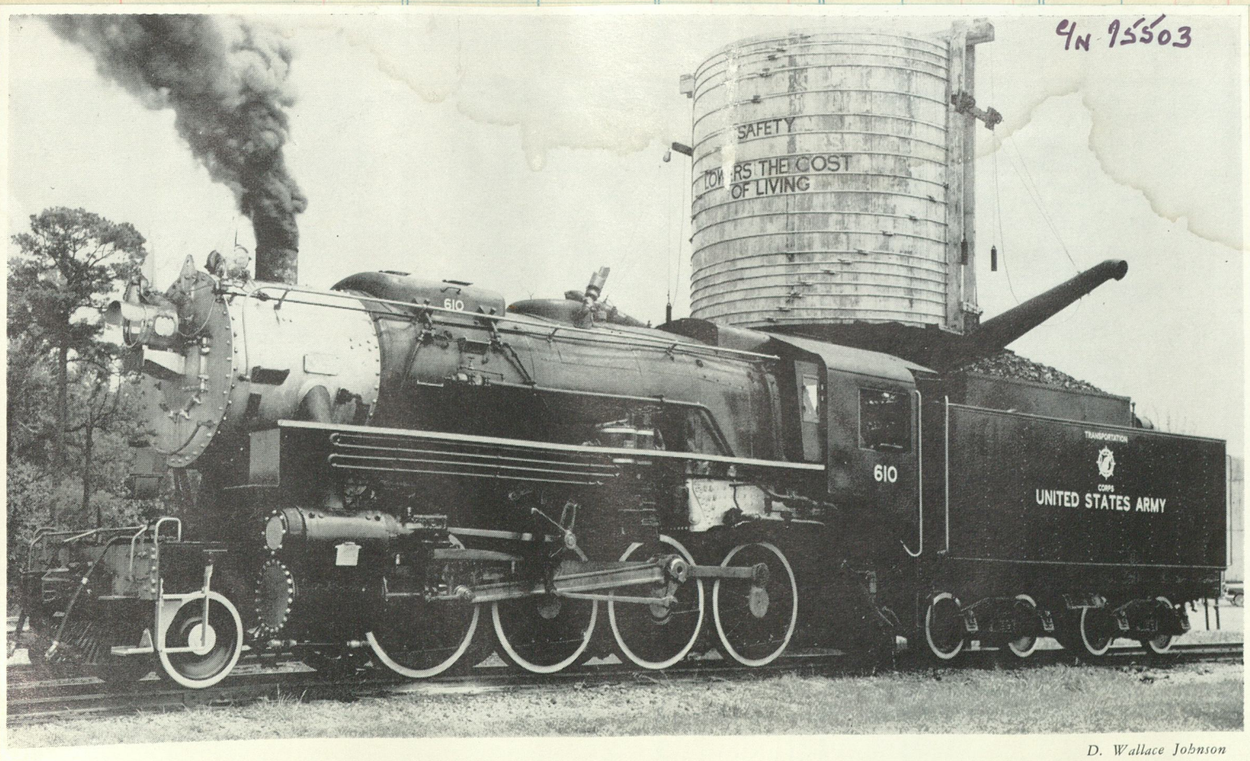




This honorably discharged veteran is U.S.A. 6971, one of the Panamas repaired at Holabird Shops during World War II and assigned to G.I. passenger service between Fort Belvoir and the RF&P interchange at Accotink, Va. She sported a regular rear-end name plate, *The Engineer*; and her 24-inch bell steamboat type whistle and sharp, square exhaust made her as pretty to hear as she was to see.



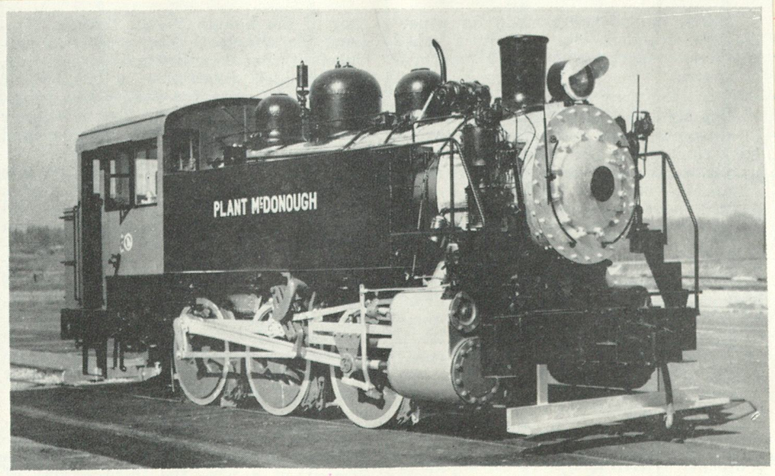
4000-4045 Schen 1943



c/n 55503

D. Wallace Johnson

610 has the distinction of having been built by Baldwin-Lima-Hamilton in 1951, at the very close of the manufacture of steam locomotives.

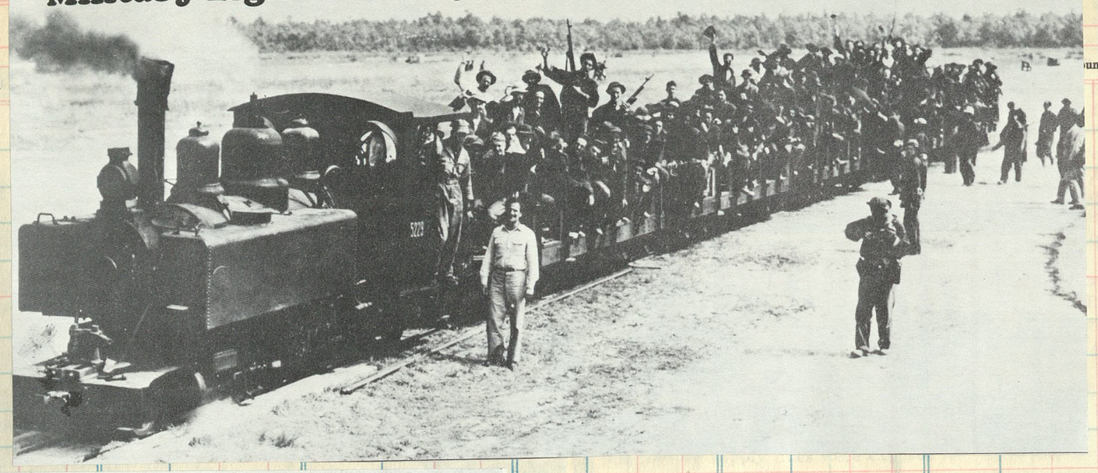


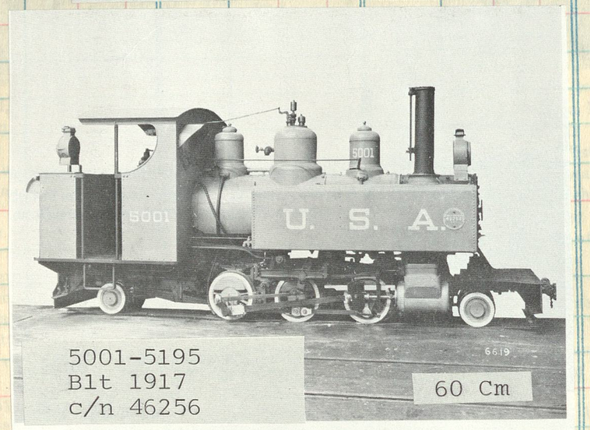
Upper, Dick Curran
Lower, James G. Bogle

Atlanta Chapter-affiliated Southeastern Railway Museum acquired 0-6-0 switcher 97 of the Georgia Power Company on March 22. She was built by Porter (builder's number 7593) for the United States Army in 1943 (Army number 5050), and until recently hauled coal at the company's Atkinson steam generating plant near Atlanta. Her last job was in constructing Georgia Power's new McDonough plant. Here Georgia Power board chairman John J. McDonough presents title to the engine to chapter president Dave Salter.

Clos. No.	Sold	Amount	Clos. No.	Sold

Military Light Railway Locomotives of the U.S. Army

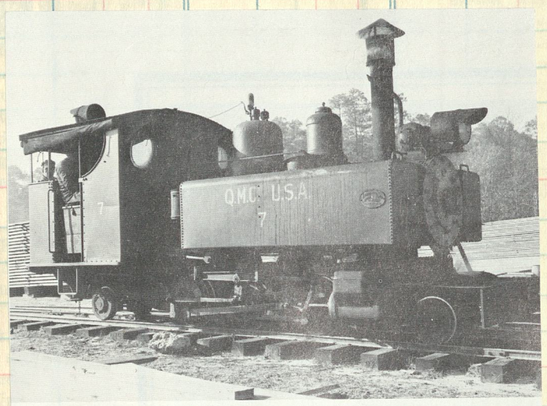




5001-5195
B1t 1917
c/n 46256

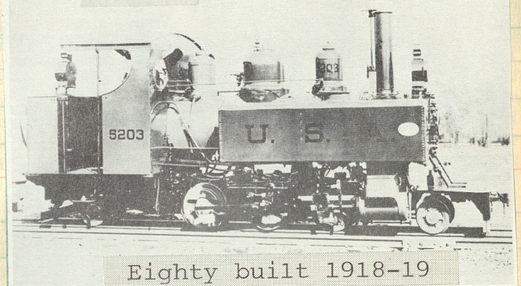
60 Cm

A Baldwin 2-6-2T class 10-12 ¼-D locomotive ready to be delivered. 195 of these locomotives were built by Baldwin. 191 arrived in France, two are believed lost at sea and the other two were used in the United States.

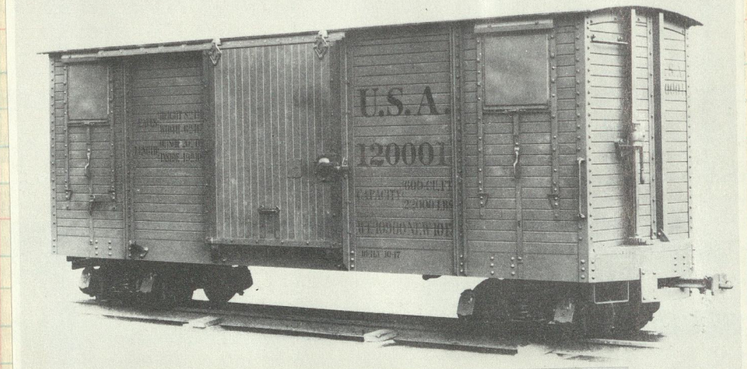


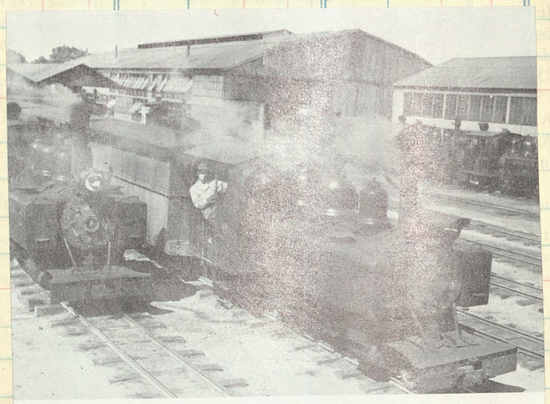
A Quarter Master Corps 60 Cm. gauge locomotive sitting on a siding at Ft. Benning, Georgia. *U.S. Army photo from*

60 Cm

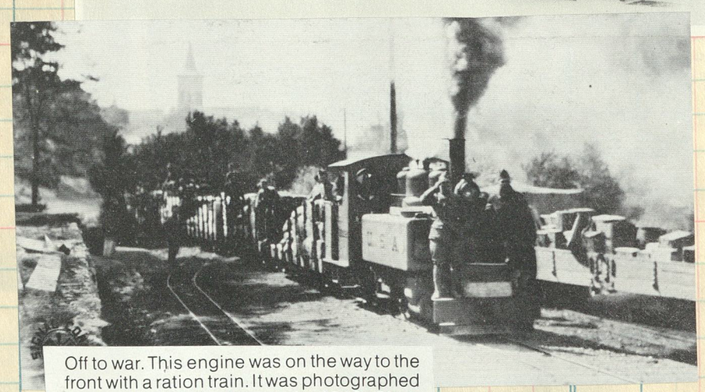


Eighty built 1918-19

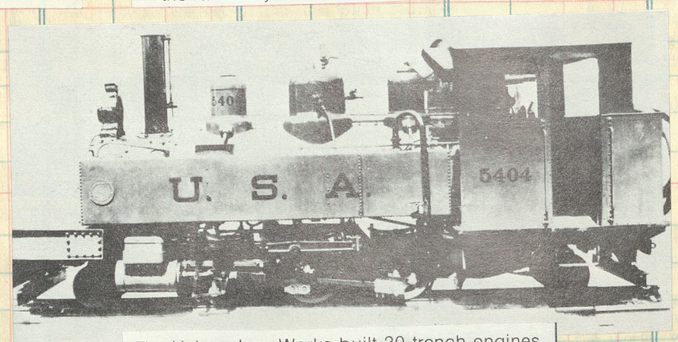




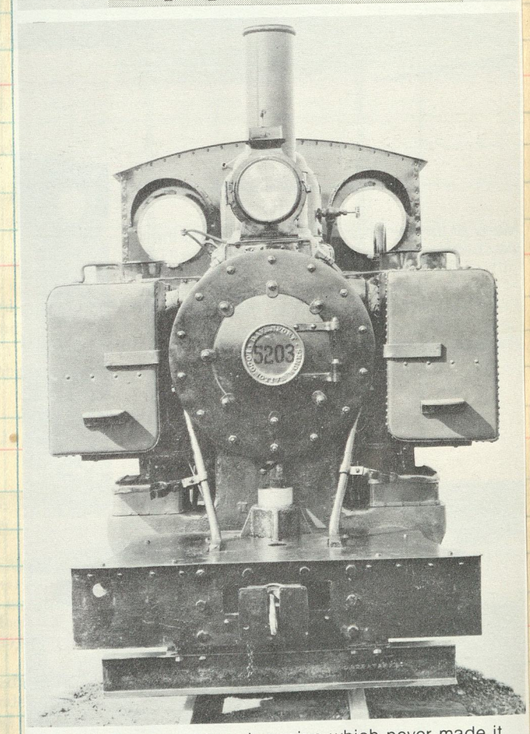
Many of the trench engines were used at army depots and for training of army railroad units. This photo shows the railroad yards at Ft. Benning, Georgia in 1941. *U.S.*



Off to war. This engine was on the way to the front with a ration train. It was photographed at Menil La Tour, France in 1918. *Photo*

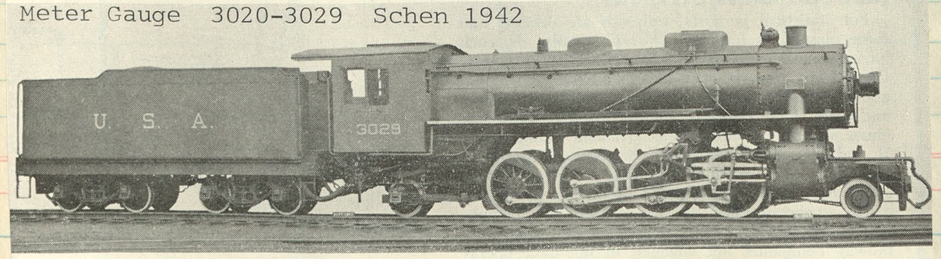


The Vulcan Iron Works built 30 trench engines. Most of them either sat in army depots unused or were sold as surplus.

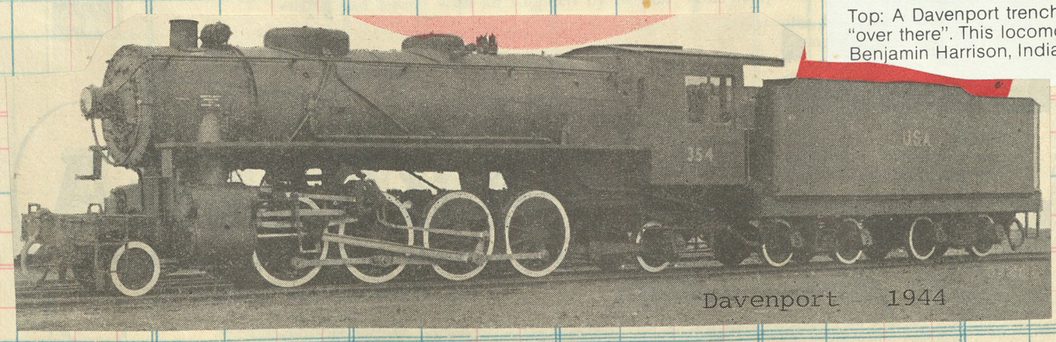


Top: A Davenport trench engine which never made it "over there". This locomotive was photographed at Ft. Benjamin Harrison, Indiana. *Photo collection of Richard*

Meter Gauge 3020-3029 Schen 1942



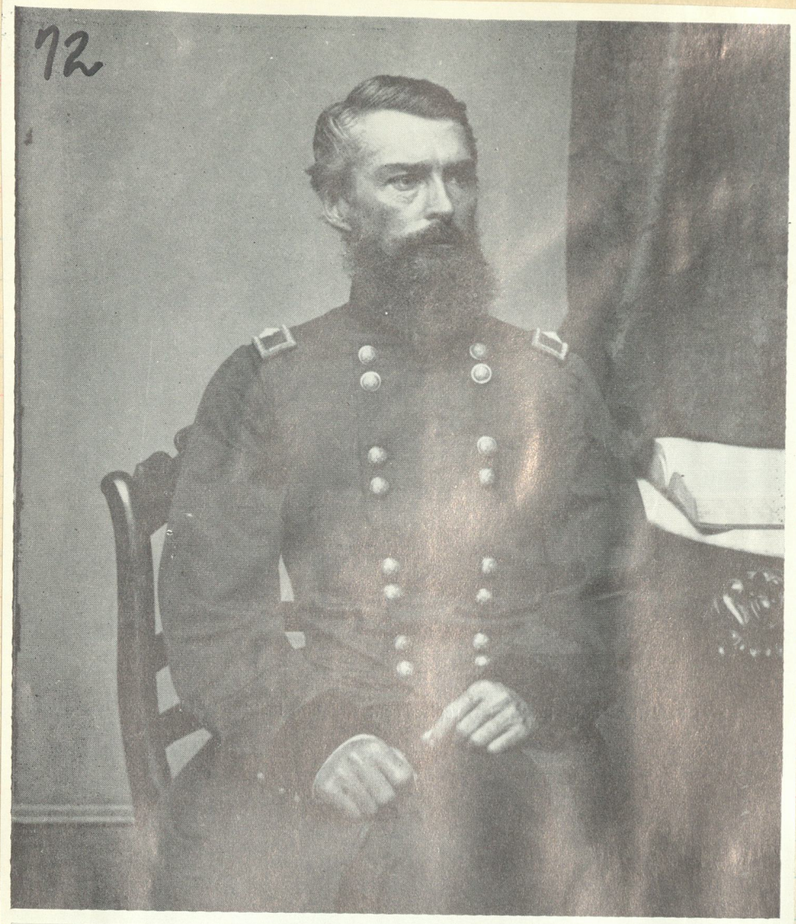
Mikado shipped on British Lend Lease to India.



Davenport 1944

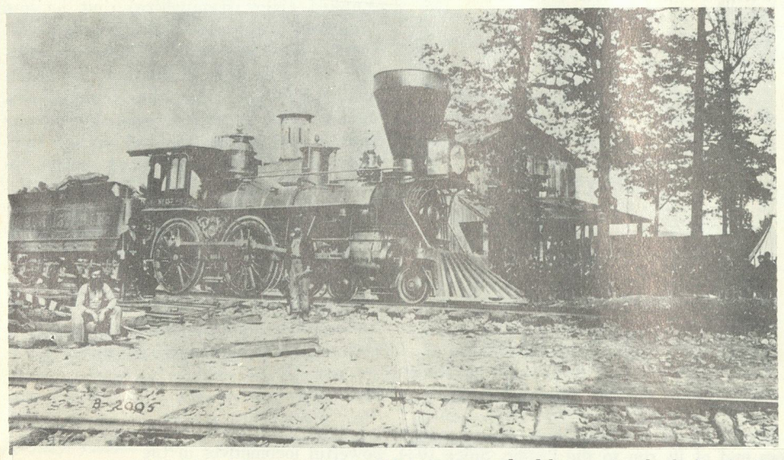
Fourty built
Meter Gauge

72



Herman Haupt, a graduate of West Point in 1835 and General Superintendent of the Pennsylvania Railroad in 1853, was commissioned brigadier general of volunteers in 1862. He organized and directed the Construction Corps of the military railroads. His organizational ability contributed greatly to the outstanding accomplishments of the United States Military Railroads, which in turn served as a training school for an entire generation of railroad men, whose skills accelerated the postwar progress of the nation's railroads.

UNITED STATES MILITARY RAILROAD. The vast transportation organization of the Union Army was vivid evidence of the importance of industrial strength in the conduct of modern warfare, which involves the commitment of all segments of a nation's economy to the task of winning the conflict. Above, left, track gang at work on the line of the Nashville & Chattanooga near Murfreesboro, Tenn., in 1863. Below, left, the Union Army rolling mill at Chattanooga, constructed to supply the USMR. Above right, the GENL. J. C. ROBINSON, + and other locomotives of the USMR at City Point, Va. Below right, USMR locomotive 137. Following the war, the sizable USMR roster supplied a source of readily available motive power for the nation's growing railroad network.

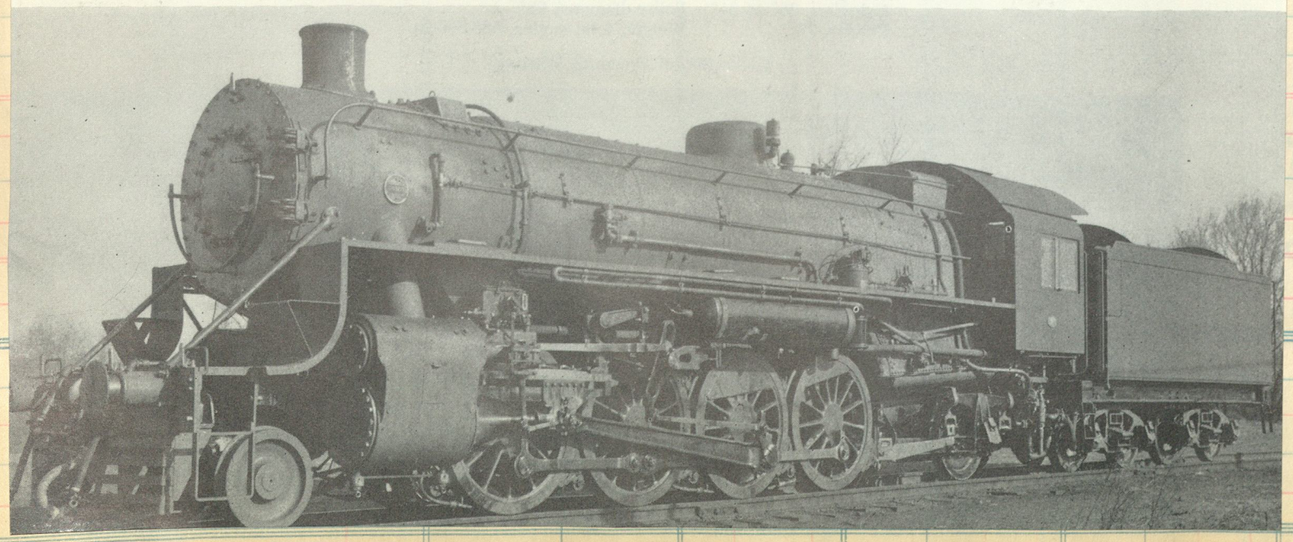


THE FIRST UNITED STATES GOVERNMENT standard locomotive built for the War Department was a 2-8-2 type Mikado, built in April 1942. A most prominent participant in the designing and building of this locomotive was Colonel Howard G. Hill, USAR (Ret.) Colonel Hill told me of the many difficulties he faced in getting out this design under intense pressure. Our British Allies favored the old Pershing's of the Consolidation type of World War I fame, but as Colonel Hill pointed out, good as those engines had been and though some were still working, progress had been made in steam locomotive construction. Experience on American railroads had outmoded the Consolidation in favor of the Mikado type years before, but to British eyes a trailing truck on a freight locomotive "just wasn't done." A few had been tried, and Sir Nigel Gresley, one of the most progressive of British Locomotive Engineers had produced a good Mikado, but in general, forward and trailing trucks were omitted on British "Goods" or "Mineral" locomotives—the latter denoting engines used on coal drags, as we'd say in the U.S.A.

Colonel Hill stuck to his guns because for a locomotive that would quickly fit into the picture and take over the duties assigned to it, this design appeared best. The Mikado, therefore, won out, and the locomotive pictured herewith was the result.

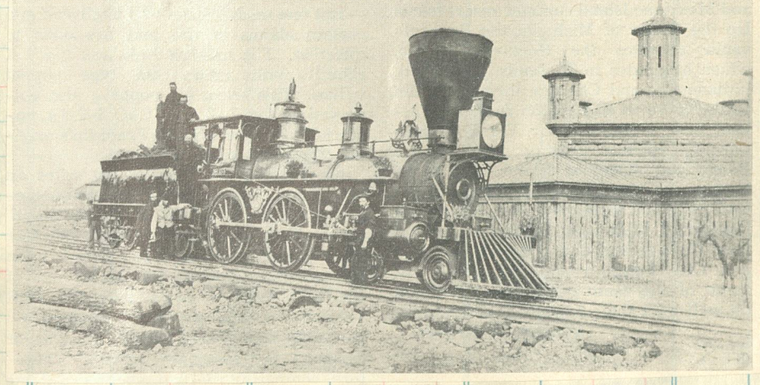
Cylinders, 21″ × 28″ Boiler, diameter, 68″
Drivers, 60″ Weight, total engine, 200,000 lb.

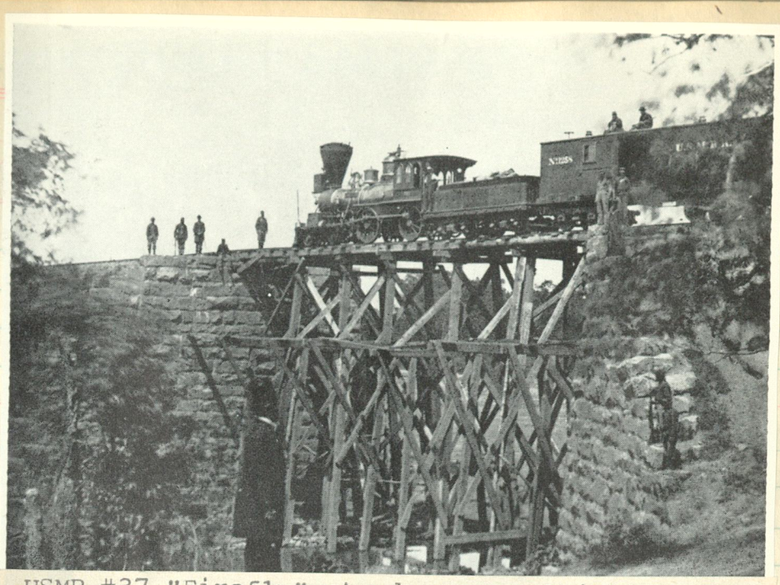
(Collection of Frederick Westing)



General Haupt, himself, figure standing at right, keeps the men at their work near Devereux station Va. on the Orange & Alexandria.

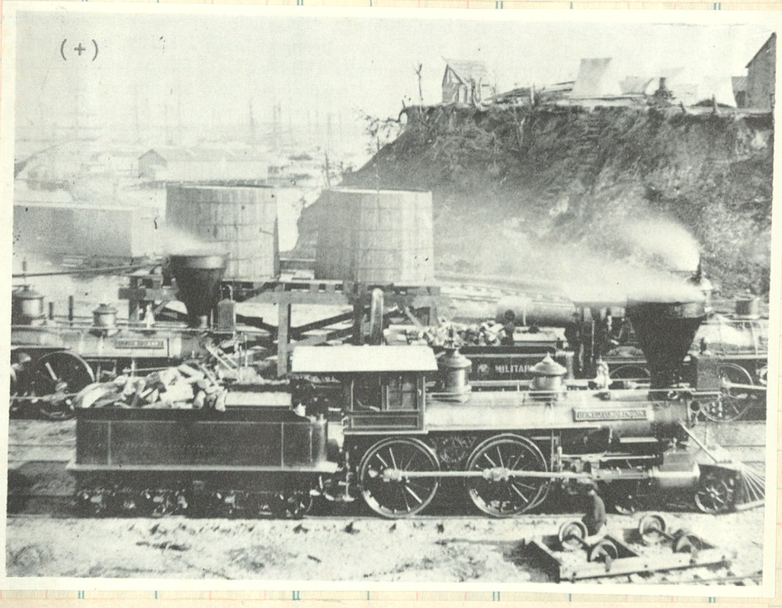
USMR #133 Danforth Cooke 1864
at City Point Va 1864



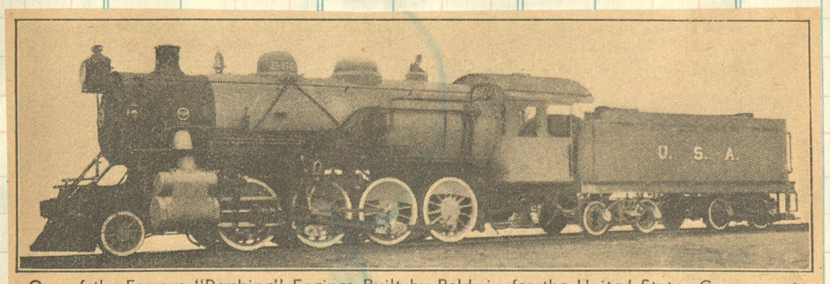


USMR #37 "Firefly" stands on a rebuilt trestle at Union Mills, Va. Blt by Norris 1862 and in 1865 sold to Central Ohio and noed 538

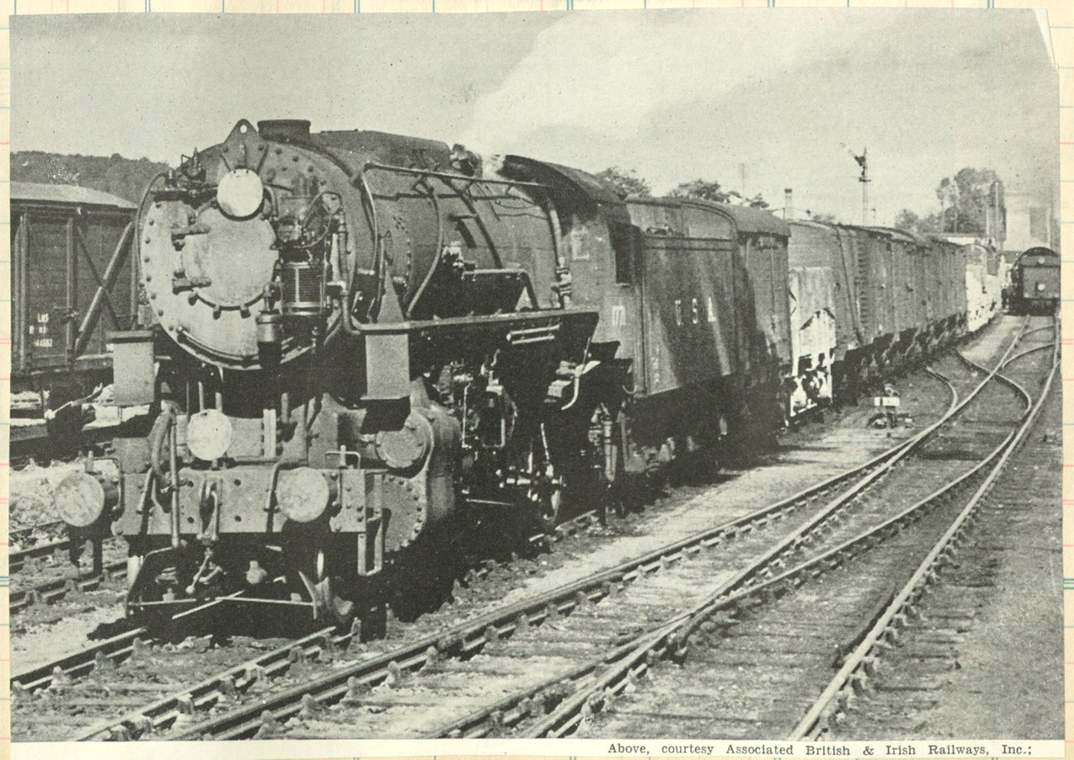
(+)



The "Genl J C Robinson" blt by Mason in 1863 as USMR #72 the "Genl Haupt". Sold to the B & O in 1865 and noed 270.



One of the Famous "Pershing" Engines Built by Baldwin for the United States Government for Use in France During the Great War. They Had 21 x 28 Cylinders, 56-Inch Drives, Weighed 275,000 Lbs. with Tender. But They Were Monsters to the French Hogheads!



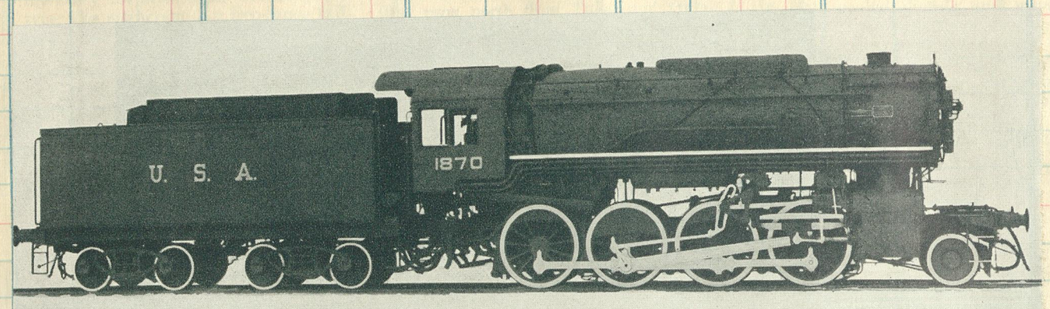
Above, courtesy Associated British & Irish Railways, Inc.;

Sold Amount

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

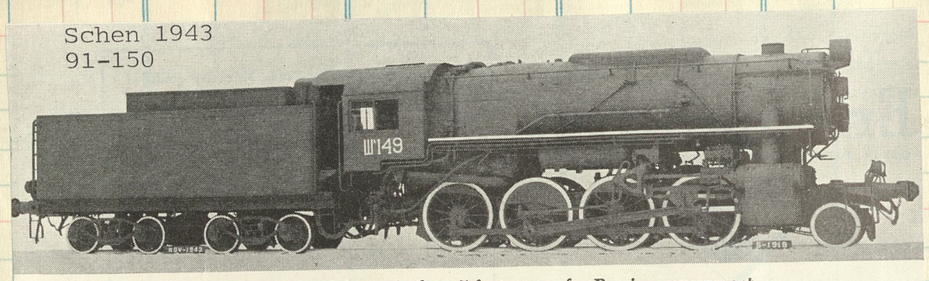
Schen 1942
1600-1676

Standard Consolidation built for U. S. War Department.



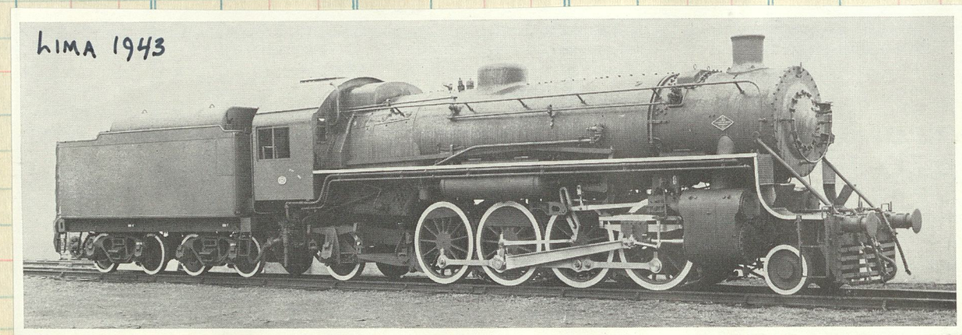
1827-1926 Lima 1943

Schen 1943
91-150

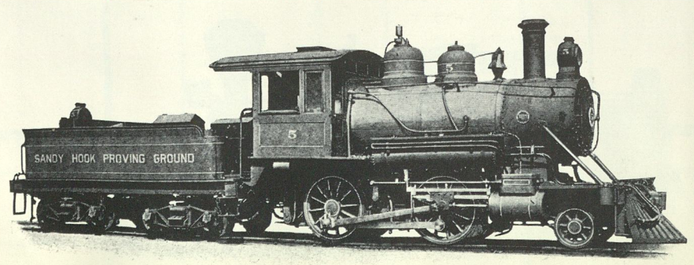


Standard Consolidation built to 5-foot gauge for Russian government.

LIMA 1943



First of the 100 little "Trench Engines" built by Cooke for the British War Office in 1917. [c/n 57092] Used in hauling supplies up to the Western Front over 60 cm trackage.



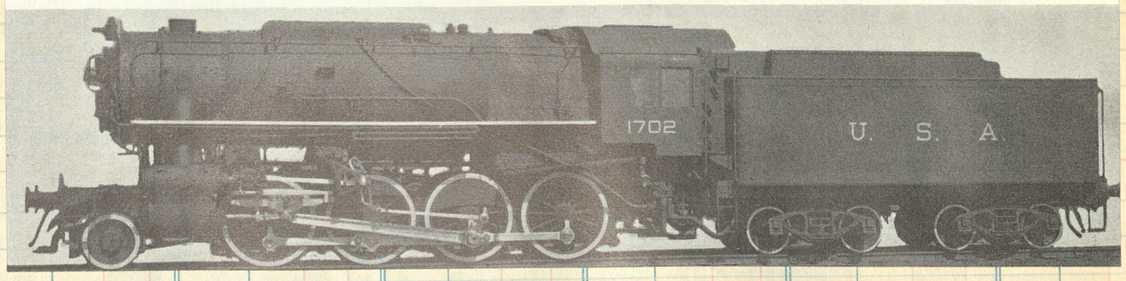
(U S Navy) c/n 40217 Baldwin 1913

These sturdy Consolidations brought the famed Pershing 2-8-0 type engines up to date, and were a modernized version of those doughty machines of World War I fame. All were equipped with "A" type superheaters, hand-lever reverse,* cast-iron cylinders, and steam brake on all driving and tender wheels. One 9½" air pump was on the left-hand side of the smokebox front; air and vacuum brake on train.

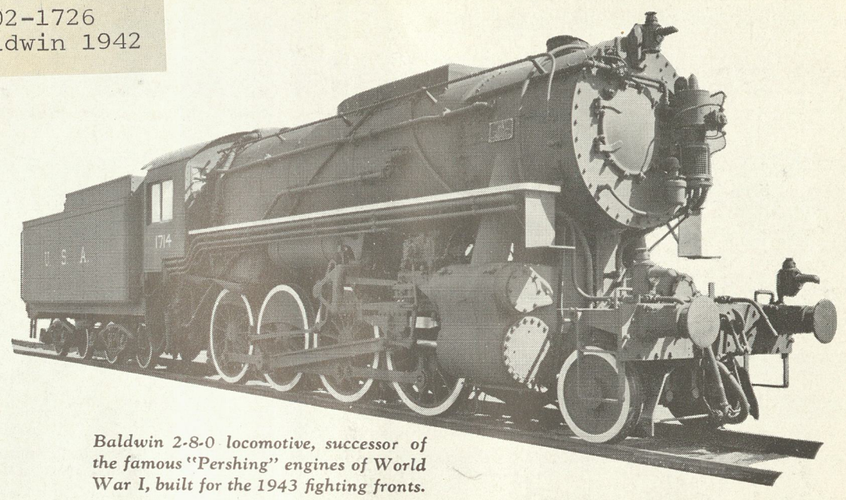
Cylinders, 19" × 26" Boiler diameter, 70"
Drivers, 57" Weight, total engine, 161,000 lb.

* This particular group.

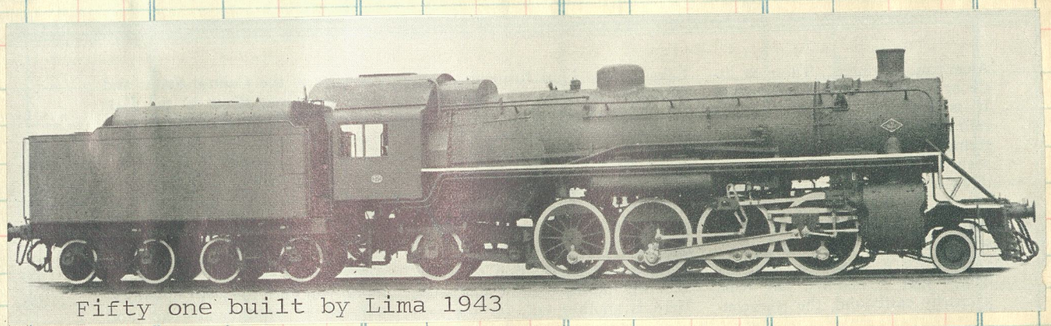
(Collection of Frederick Westing) Baldwin



1702-1726
Baldwin 1942



Baldwin 2-8-0 locomotive, successor of the famous "Pershing" engines of World War I, built for the 1943 fighting fronts.



Fifty one built by Lima 1943

*WHITE FLAGS on the pilot beam of export 2-8-0 No. 607 indicate an extra. The three divisions of Ft. Eustis' railroad total 37.4 miles and trains are operated by timetable. Glistening Consolidation sports yellow footboards, glossy black jacket, but the caboose at rear — sans cupola — is painted a traditional olive drab.

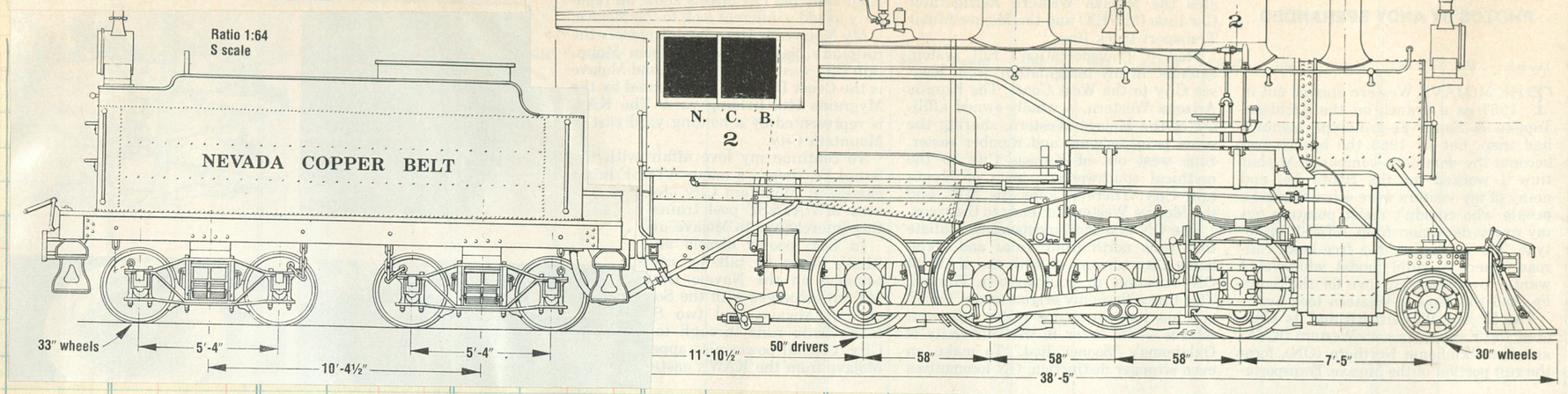
74

SELLER
DATE

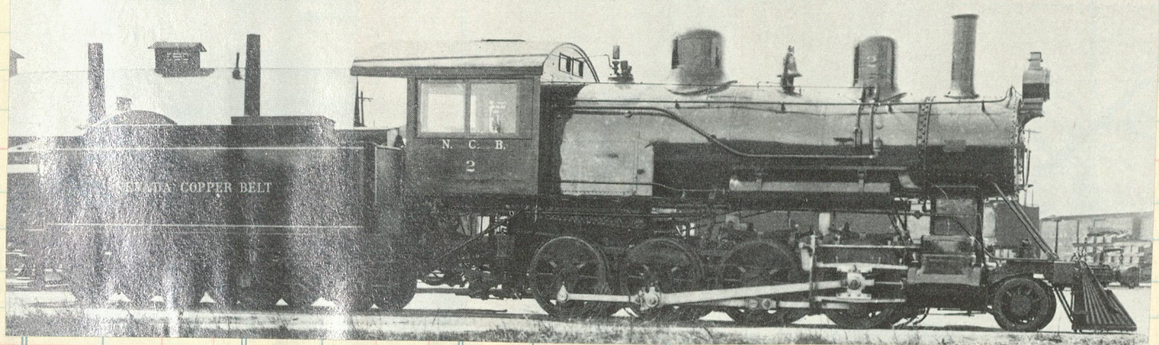
FORM	DESTINATION	Amt.	Com. No.

Clos. No.	Sold	Amount

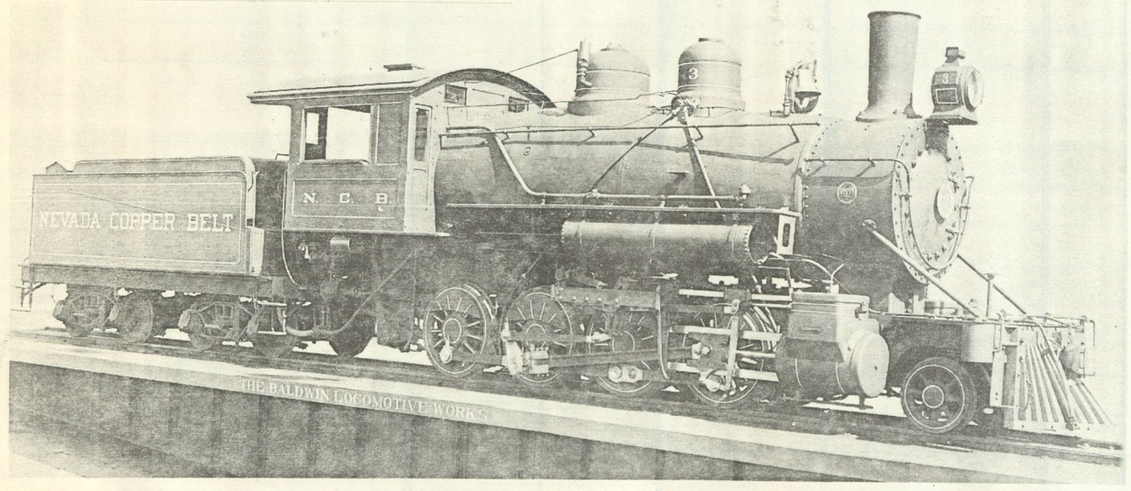
Nevada Copper Belt



LIMA 1911
c/n 1091



Baldwin 1912 c/n 37577
Sold to Sierra Ry #24 in 1921



Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

Piedmont & Northern

NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

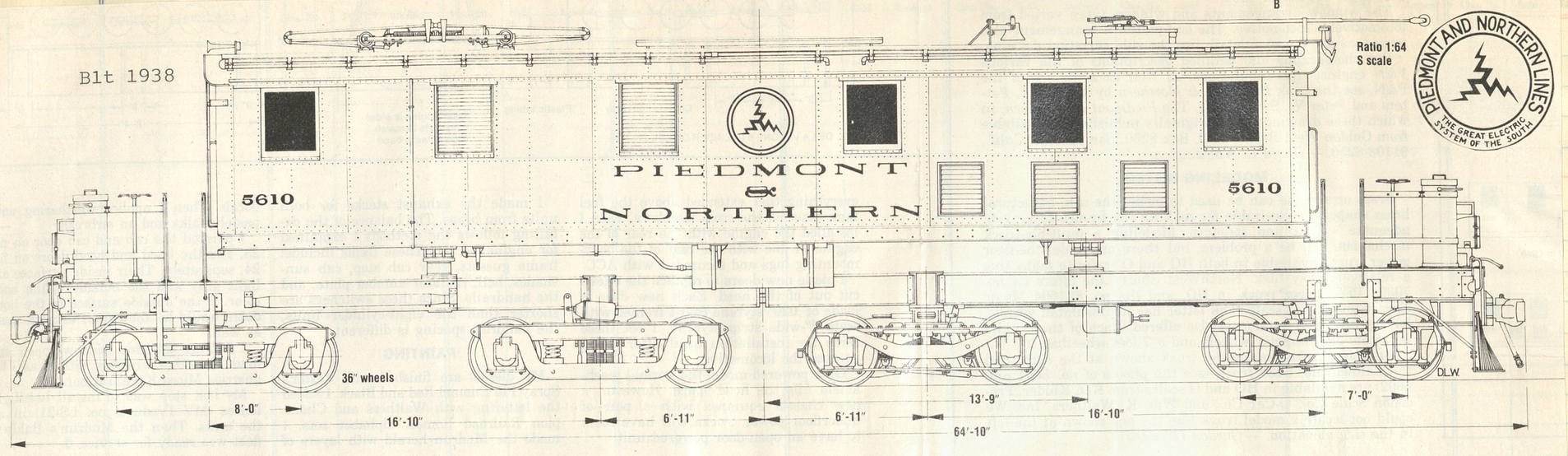
CUT HERE ..... To Make Short Sheet

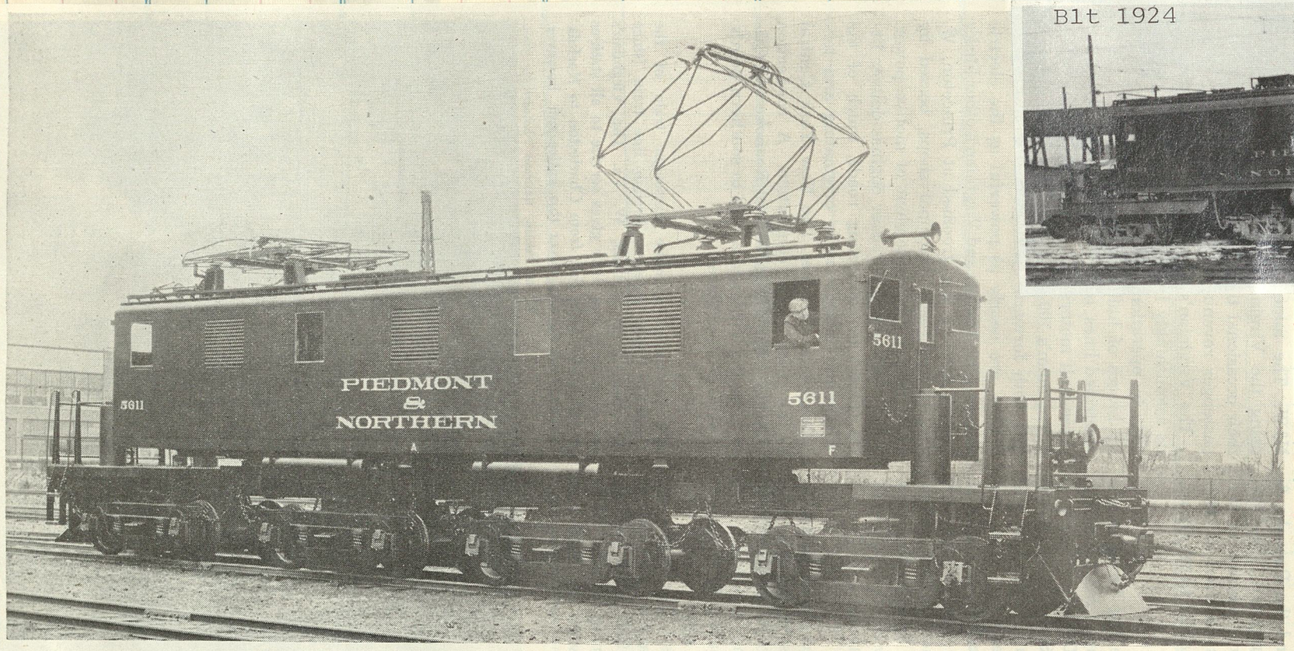
75

Clos. No. | Sold | Amount

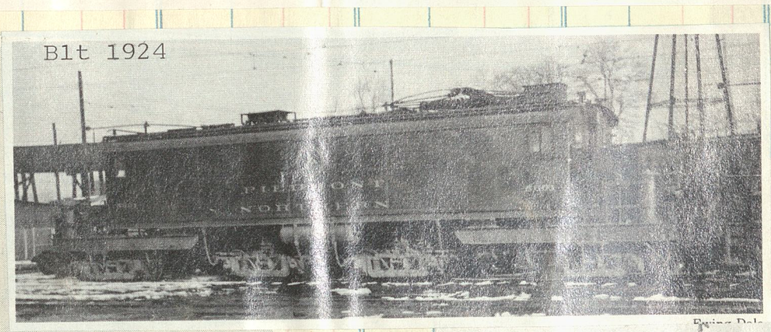
Clos. No. | Sold | Amount

B1t 1938

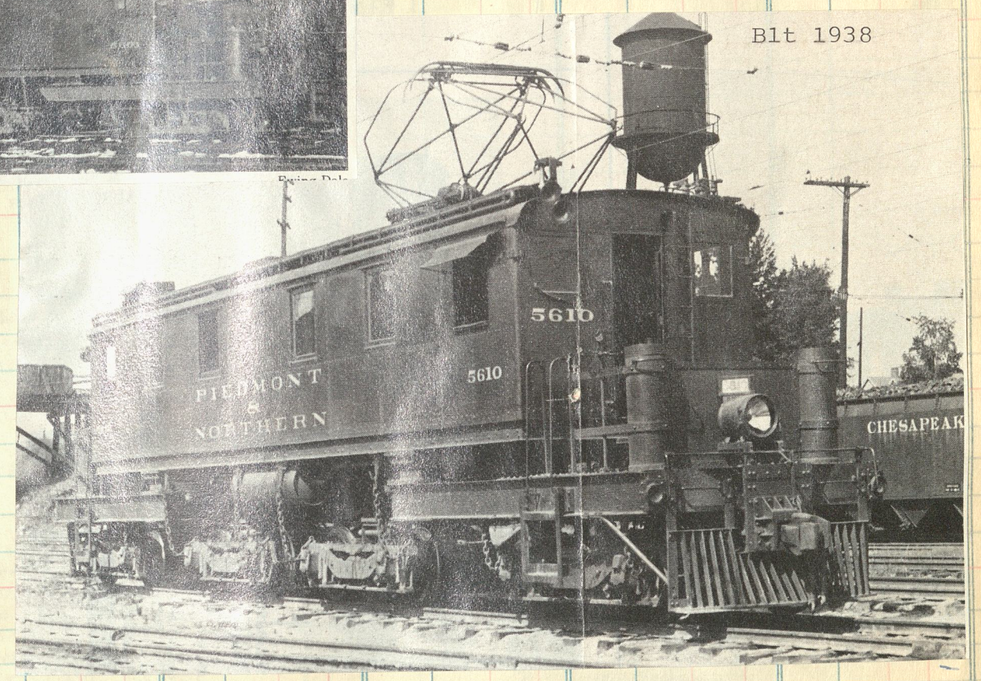




B1t 1924



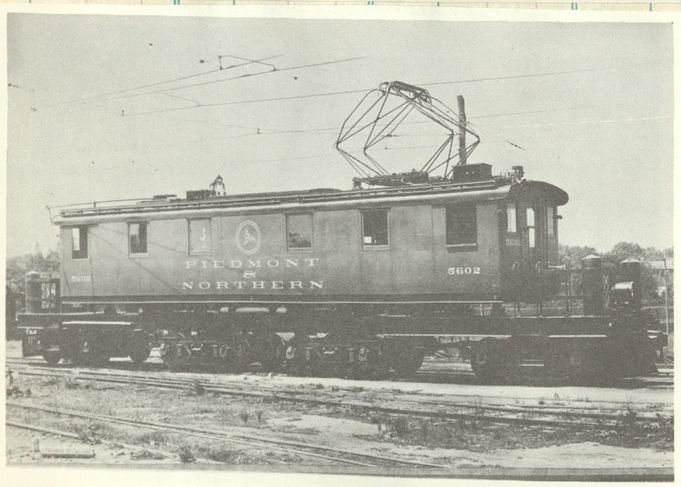
B1t 1938



Piedmont & Northern, No. 5611

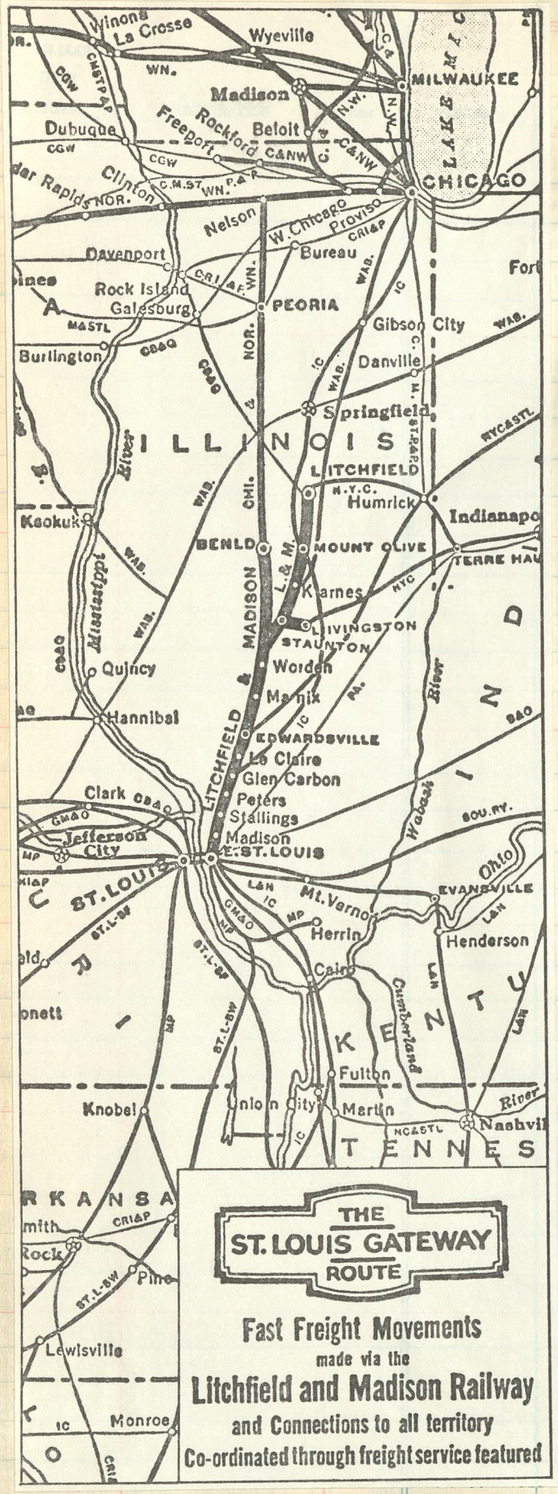
BUILT in 1941, this engine is one of the newest operating on the Piedmont & Northern system in the Carolinas. The locomotive was assembled by welding processes in the General Electric plant at East Erie, Pa., classification: B-B+B-B 236/236-8GE212. It has sufficient power to handle 1800-ton loads on the P&N line which is operated with 1500 volts D.C. The locomotive is of the eight-axle four-truck type with total weight, all on drivers, of 236,000 pounds; there are no idle axles. One of the requirements of design was that the engine had to be able to negotiate 150 ft. radius curves.

The Piedmont & Northern is an electrified freight and passenger railroad operating in two divisions not physically connected. The larger is from Greenwood, S. C., via Greenville to Spartanburg, 89.4 miles. The other division is 23.4 miles between Charlotte, N. C. and Gastonia. A proposed line to connect these divisions and also to reach the affiliated Durham & Southern is projected but has not been approved by the I.C.C.



Piedmont & Northern #5602, 1932, B-B-B-B type electric.

76

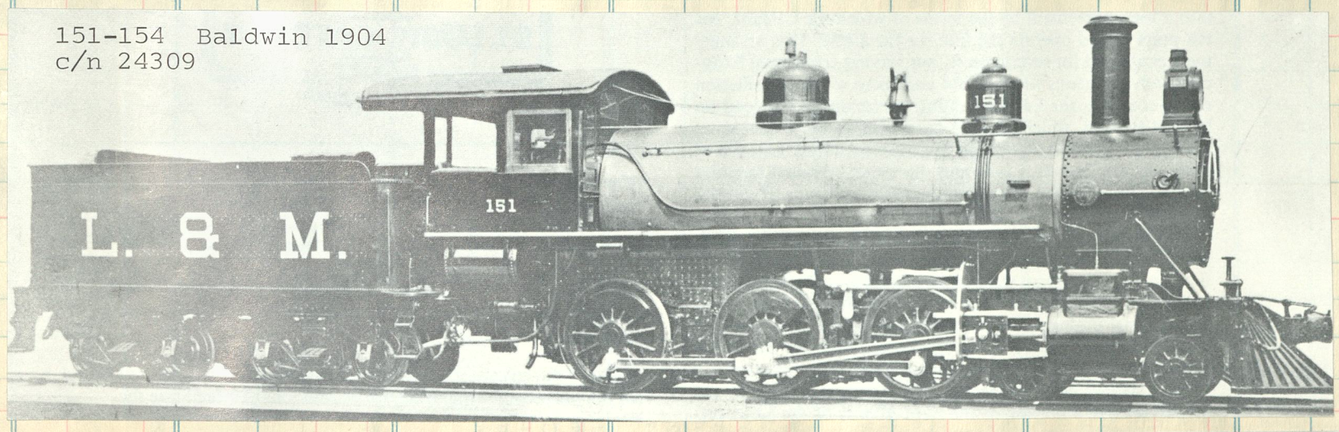


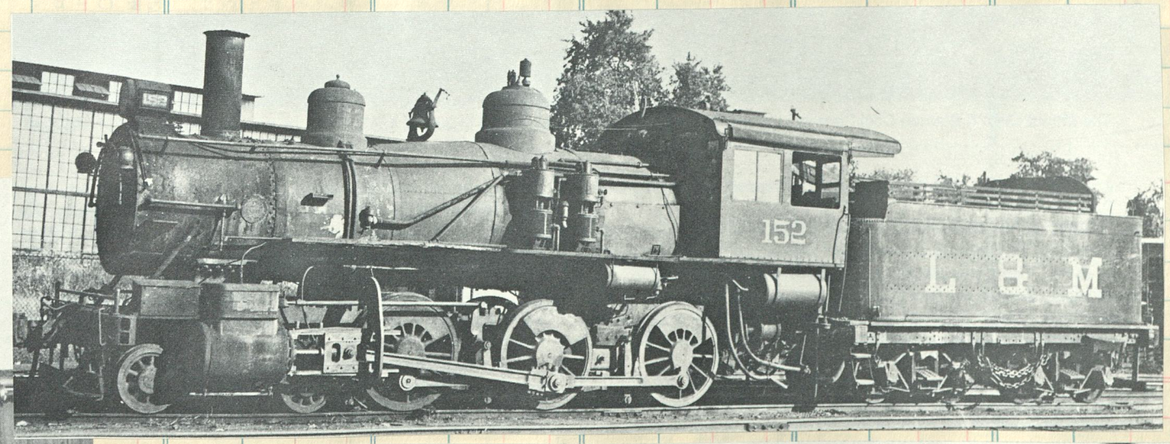
Clos. No.

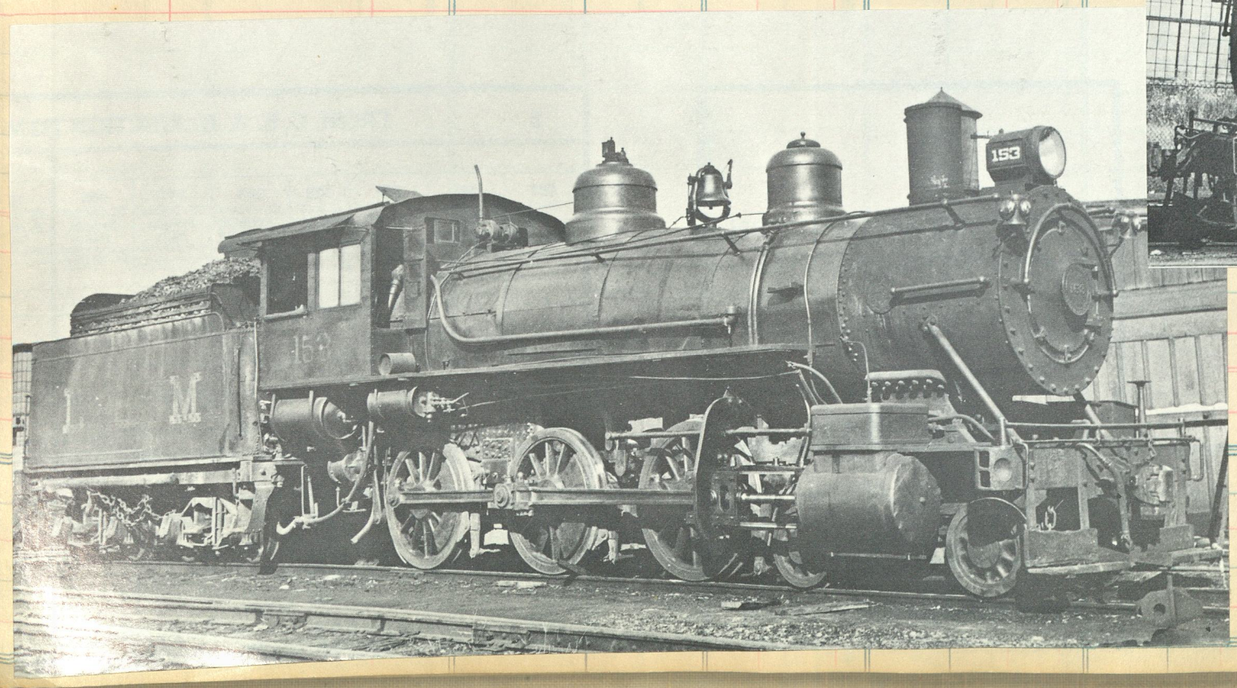
LITCHFIELD & MADISON

Extra 160 splits the unrights near Winston

151-154 Baldwin 1904
c/n 24309







Extra 157 near DeCamp, I11

ES AT

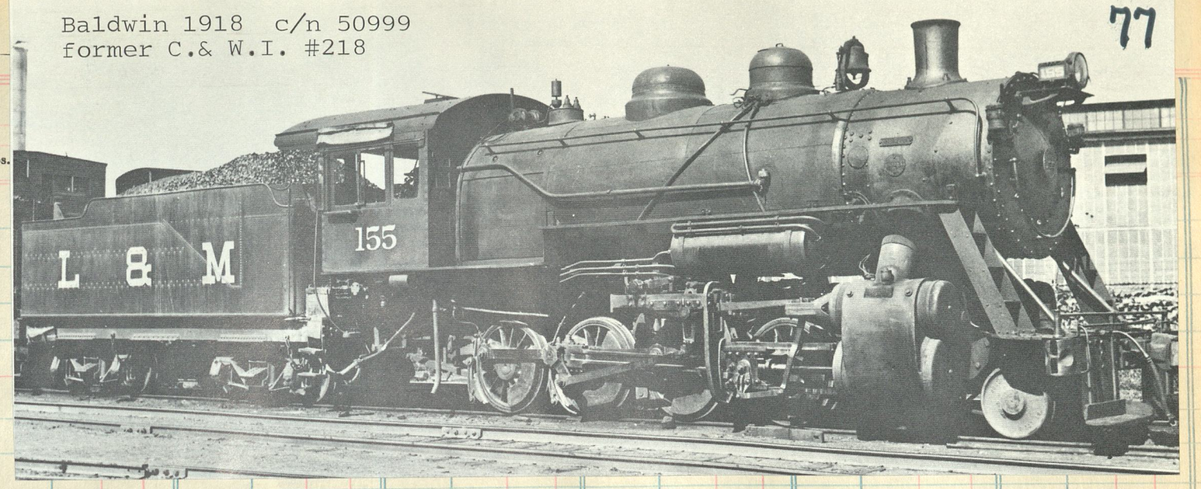
Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

Clos. No. | Sold

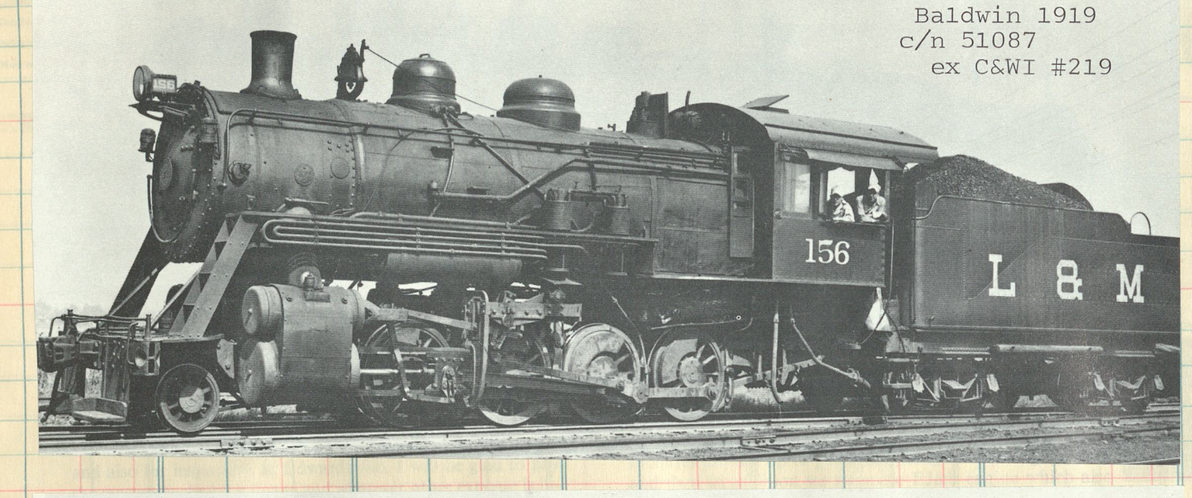
L&M 121, this type of car was classified by the railroad as a drop bottom gondola. Its date of construction is unknown, it was photographed by Charles E. Winters in 1951. Especially interesting is the format used in the railroad's corporate name on this car.

Clos.

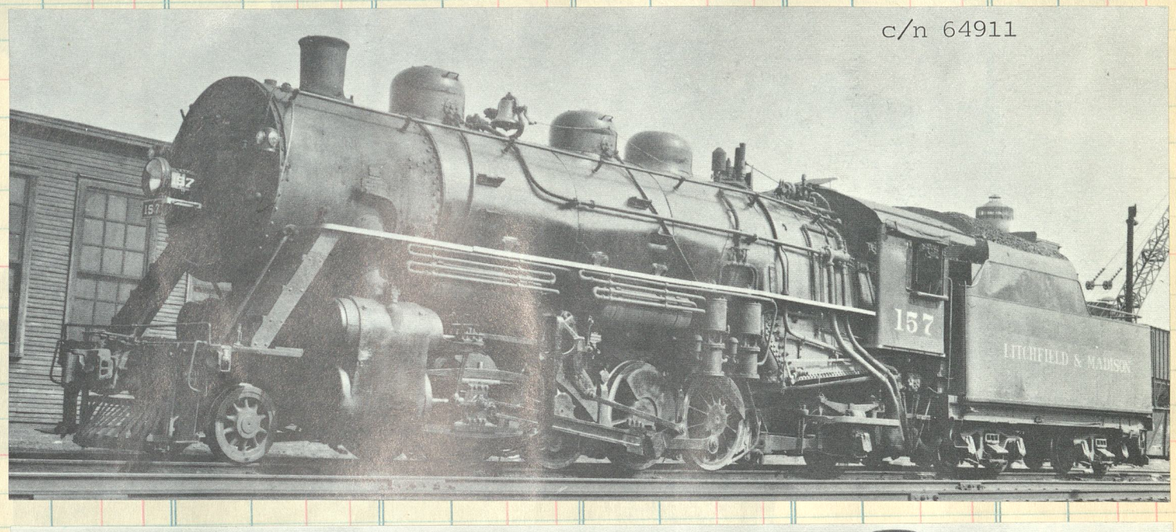
Baldwin 1918 c/n 50999
former C.& W.I. #218



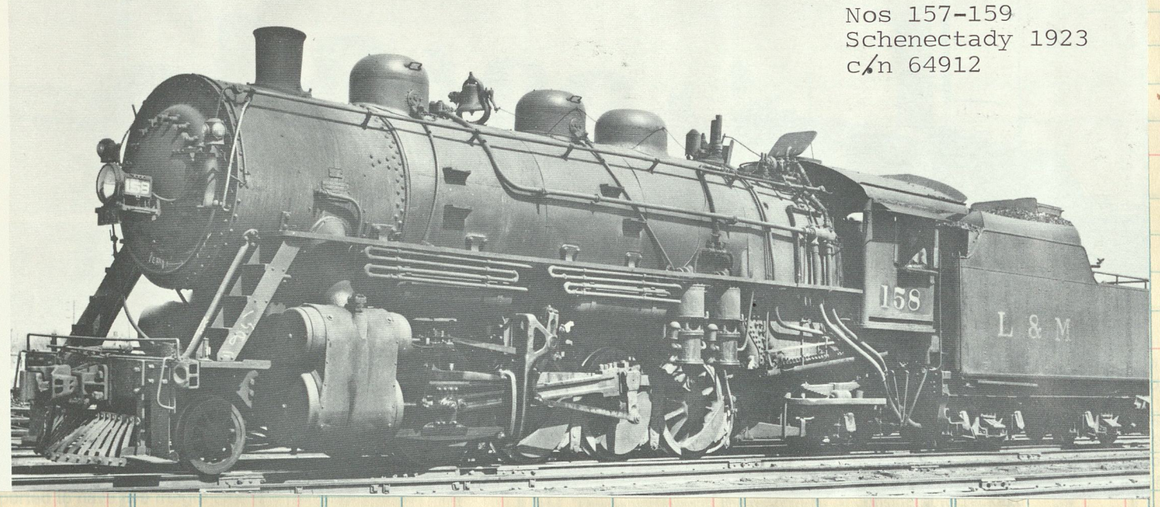
Baldwin 1919
c/n 51087
ex C&WI #219



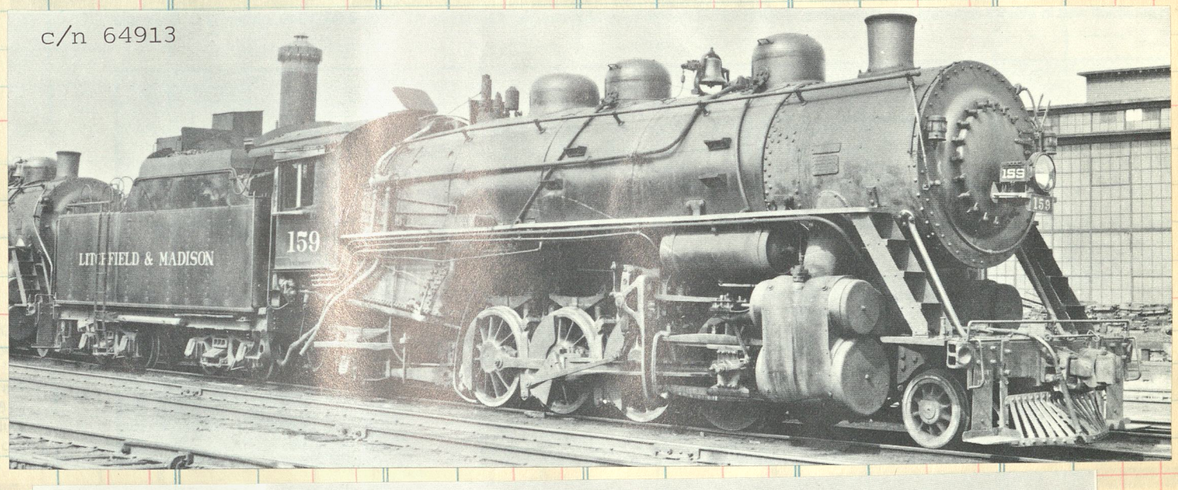
c/n 64911



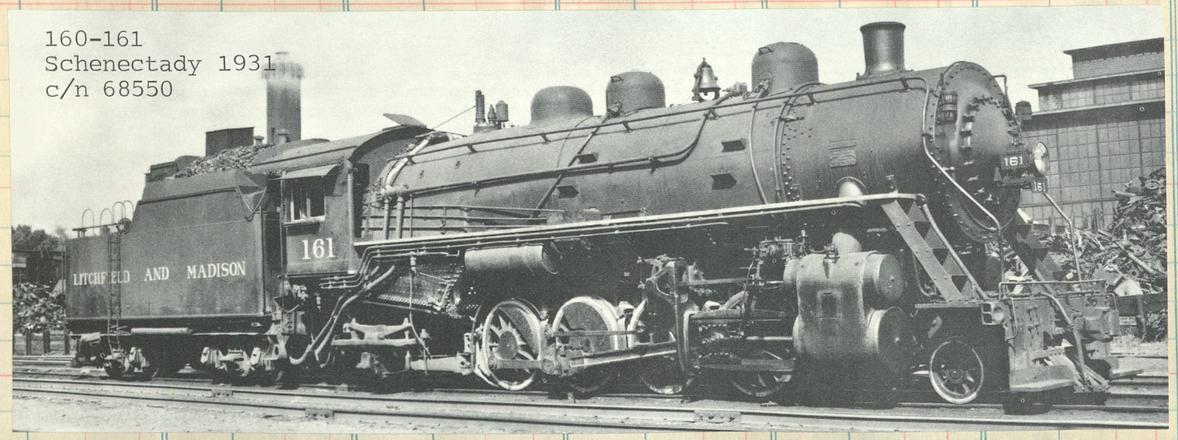
Nos 157-159
Schenectady 1923
c/n 64912



c/n 64913

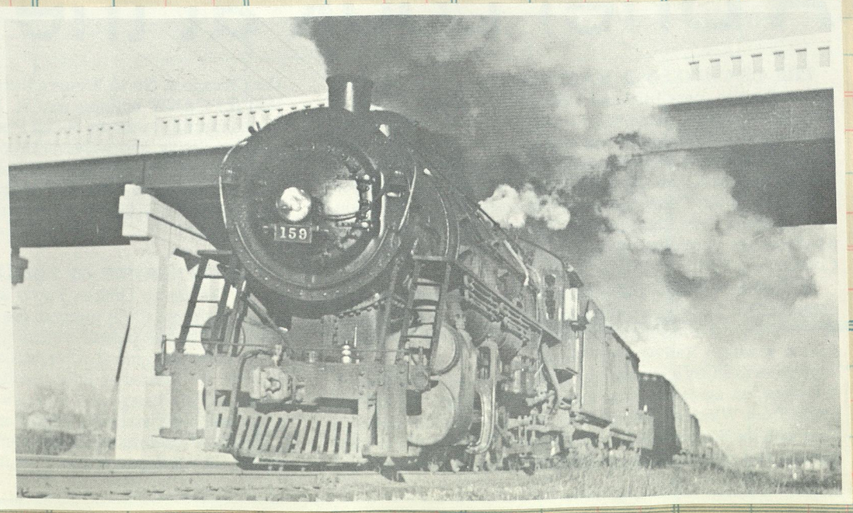


160-161
Schenectady 1931
c/n 68550



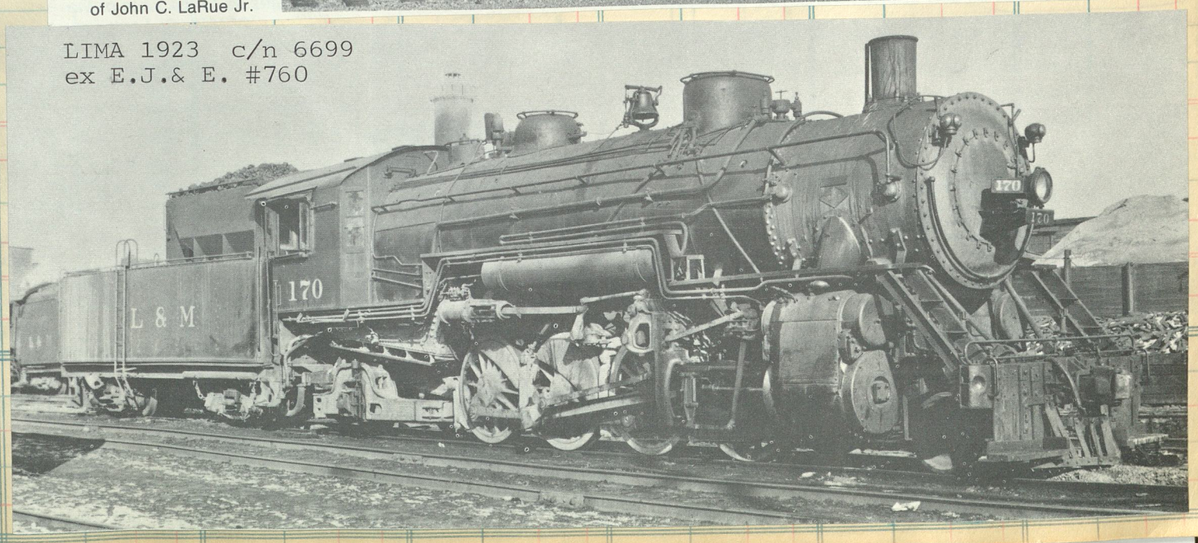
Caboose 5 at Edwardsville, Illinois in September of 1952. Photo from the collection of John C. LaRue Jr.

1196



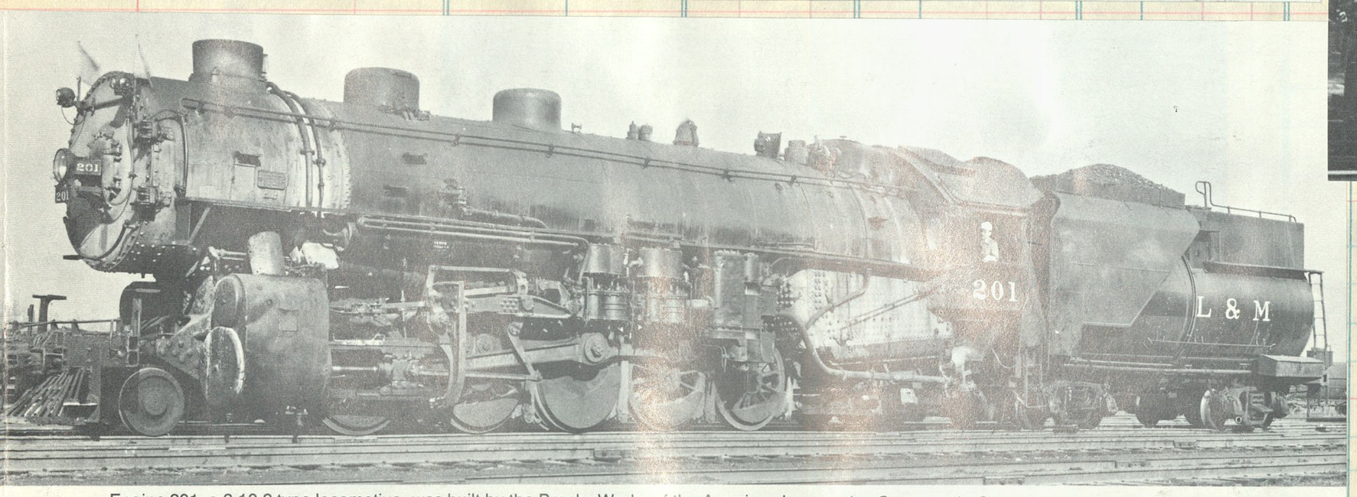
Engine 159 is shown here working a southbound train of general freight through Stallings, Illinois in January of 1941. Four C&NW freight trains, two in each direction were handled by L&M crews and power between Benld and East St. Louis on a daily basis. Photo by C. E. Prusia, from the collection of Robert Cook.

LIMA 1923 c/n 6699
ex E.J.& E. #760



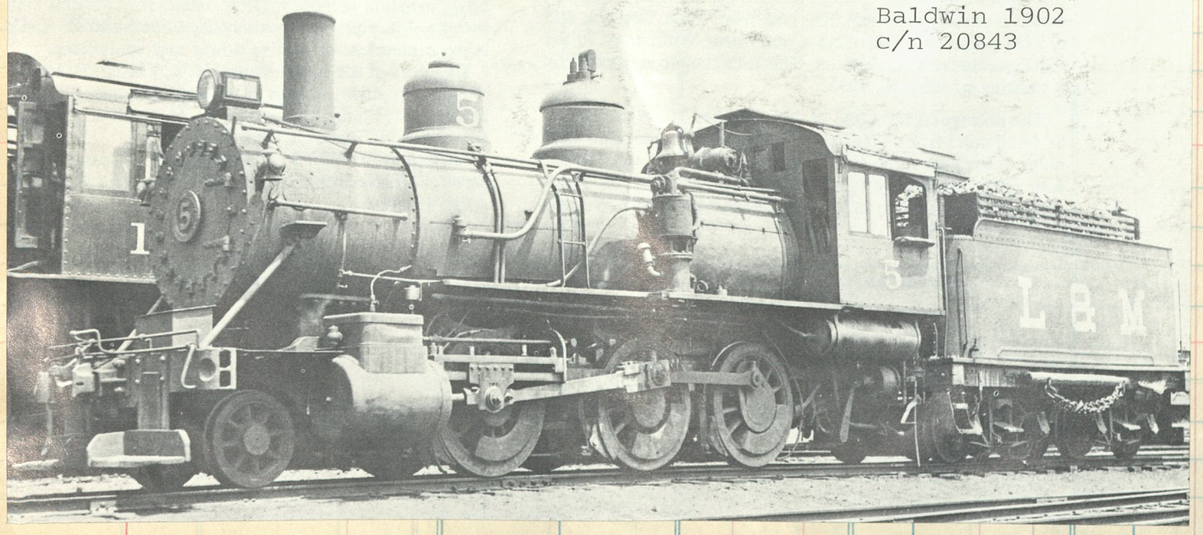
78

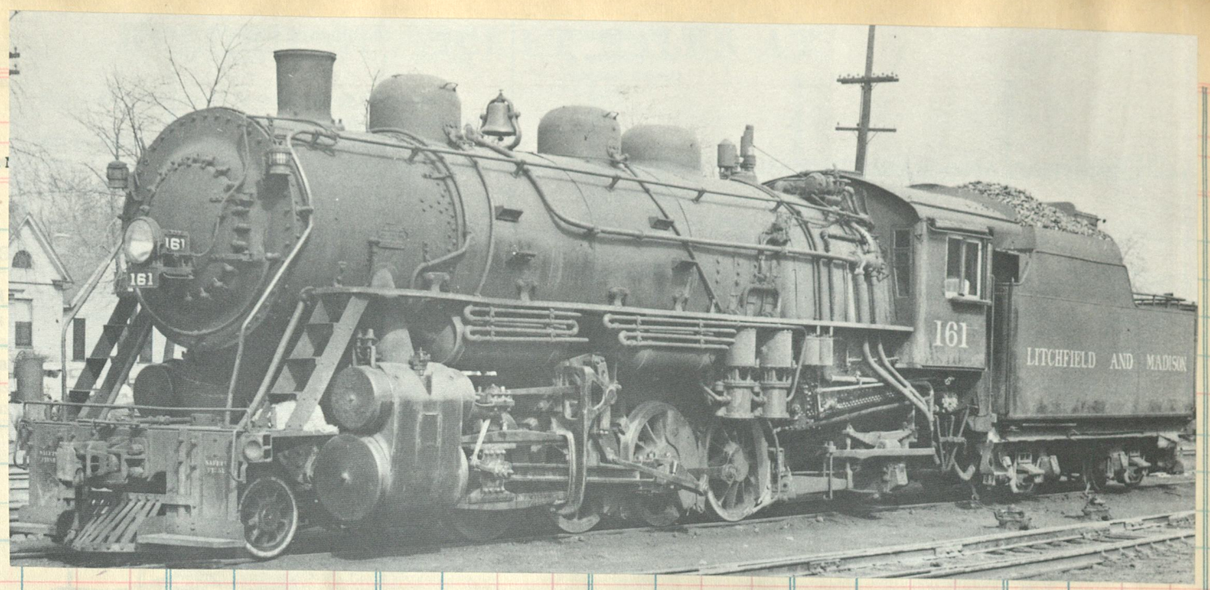
Engine 160 at Litchfield, Illinois at the CB&Q depot in September of 1949. L&M trains operated over the Burlington between Winston Tower and Litchfield, a distance of about one mile. Photographer Joe G. Collias recalls, "the L&M came to Litchfield about two or three times a week, usually early in the morning. This train had about 16 empty coal hoppers and had brought up some loads earlier, plus a couple of Budweiser (SLRX) reefers for the Burlington. The time is late afternoon and the train is southbound".

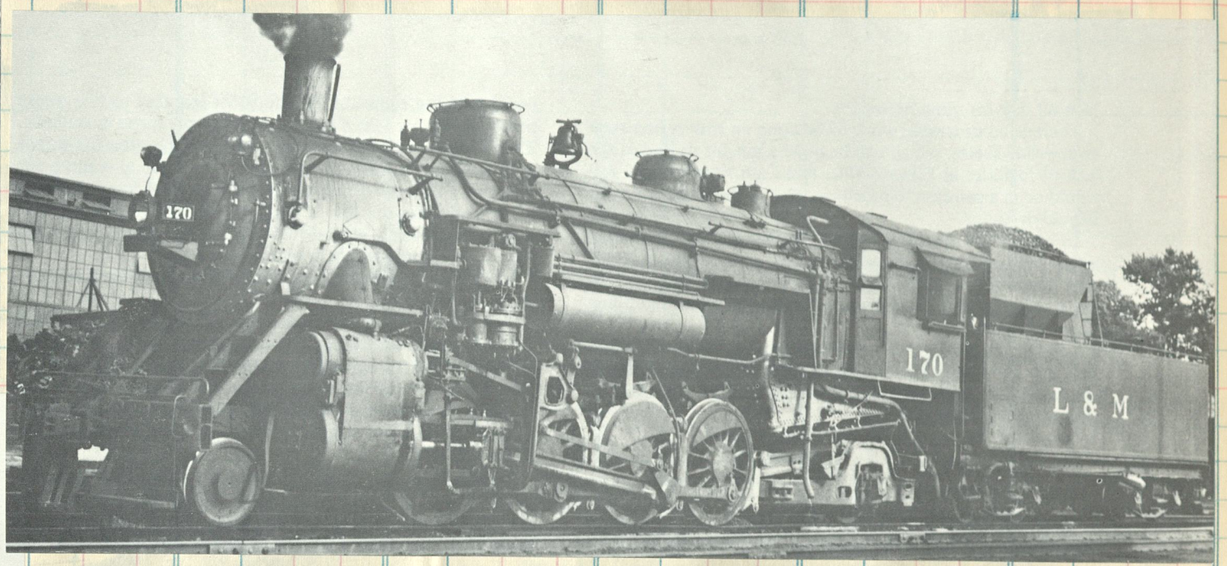


Engine 201, a 2-10-2 type locomotive, was built by the Brooks Works of the American Locomotive Company in October of 1923 for the Union Pacific as engine 5045. She was fitted with Young valve gear, a pair of cross-compound air compressors, a Worthington feed water heater and her tractive effort was rated at 70,450 pounds. She was placed into service on the L&M on December 31, 1948. Photo by Robert J. Foster at Madison, Illinois on January 19, 1948, from the collection of Charles T. Felstead.

ex Southern Missouri #23
Baldwin 1902
c/n 20843







Engine 159 running light with caboose number 7, enroute to Madison, Illinois, from Edwardsville to pick up a train. The L&M maintained a yard engine at Madison but did not usually keep road power there. When necessary, a crew would be ordered out of Edwardsville and they would run light to Madison. Later that day, engine 159 returned with a train enroute to Benld, Illinois. Photographed by Joe G. Collias on February 2, 1952 at Stallings, Illinois.

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

Additional in Short Lines Vol I Pg 138

Camas Prairie STATION.

NYCS
AP A-46

7-47 1000
Prin

Clos. No.	Sold	Amount	Clos. N

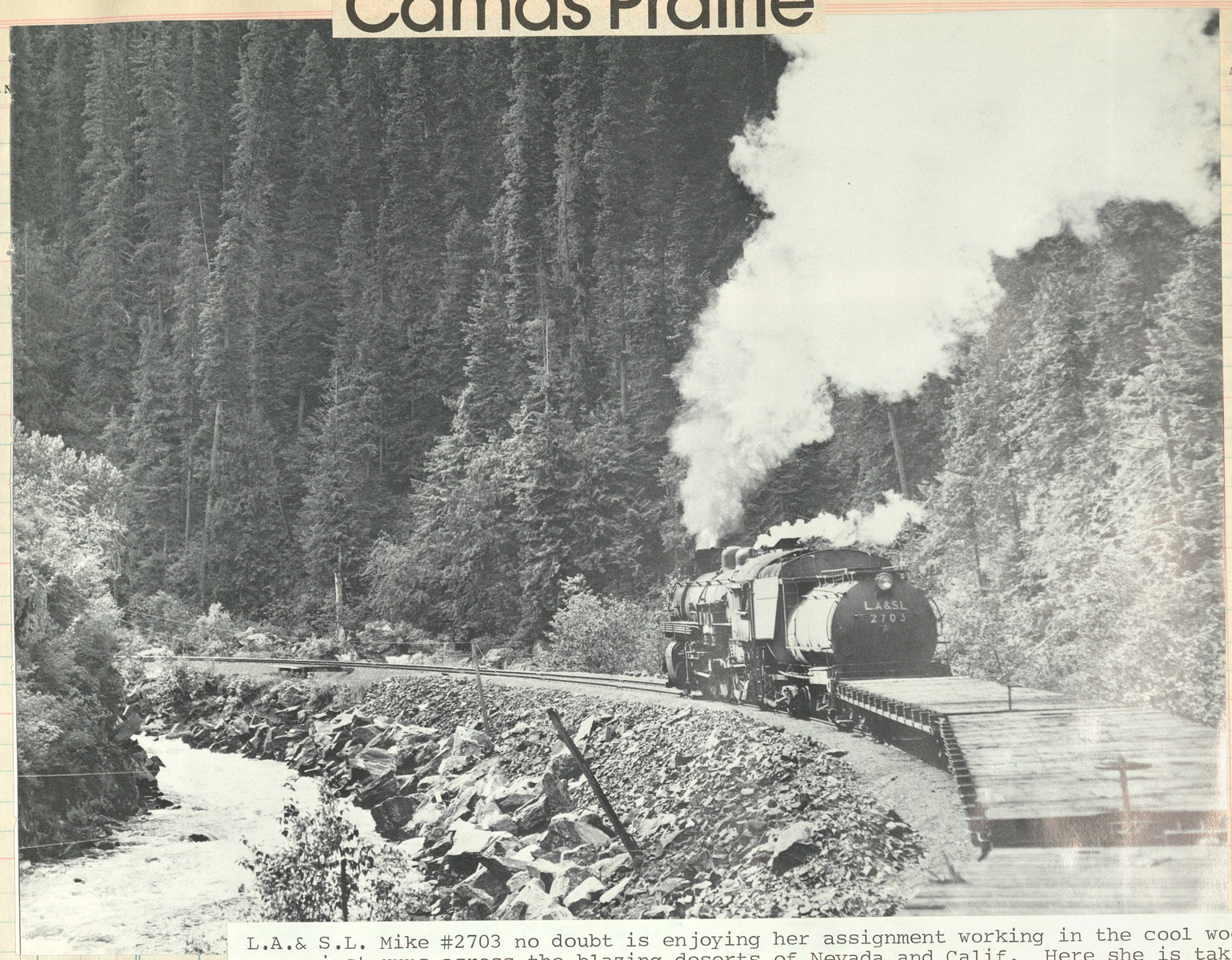
Sold	Amount	Clos. No.	Sold	Amount

CAMAS PRAIRIE RAILROAD.
R. E. HANRAHAN, Manager, Lewiston, Idaho.

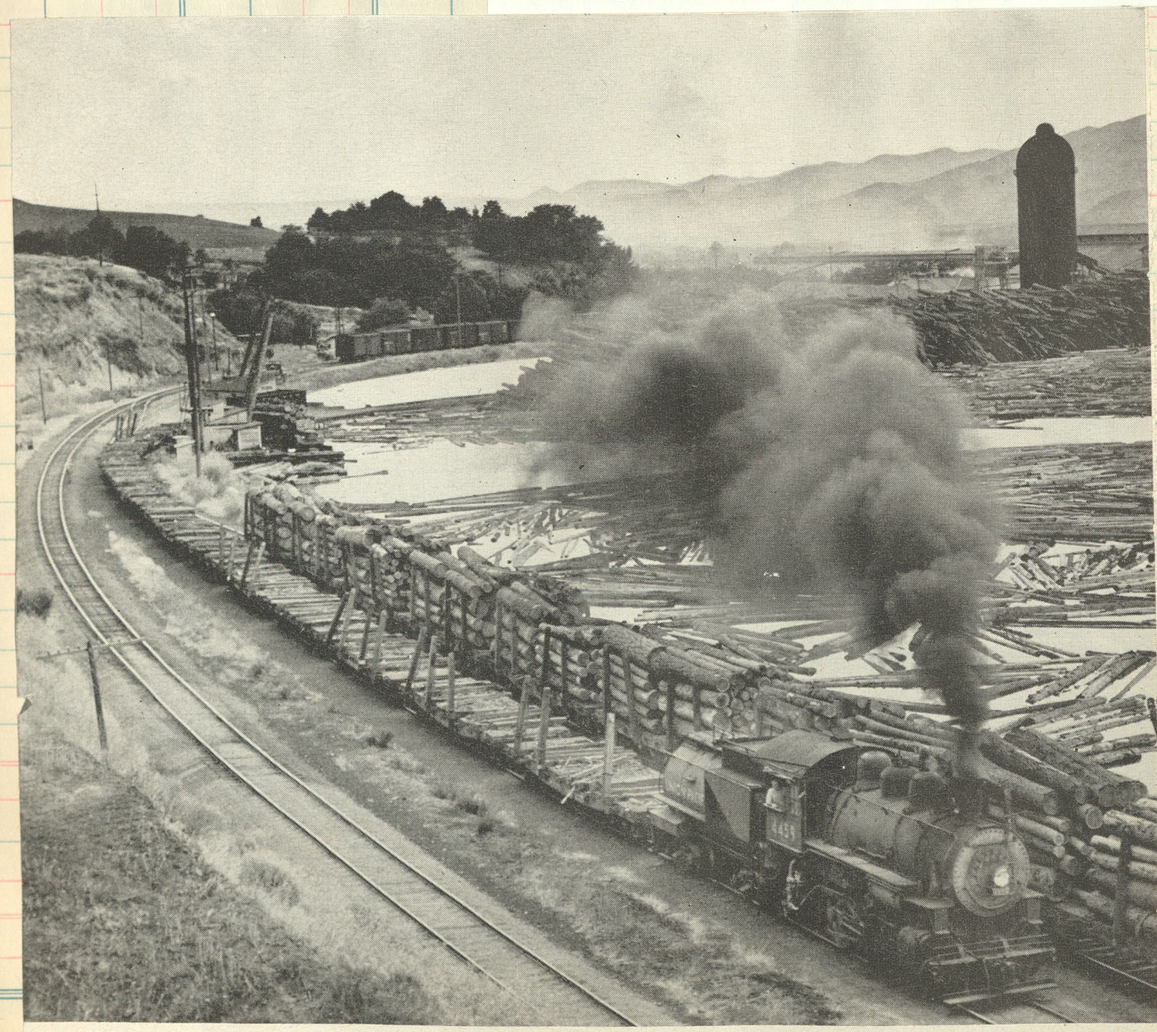
No. 344	Mls.	October 22, 1933.	No. 343
Mixed.	....	**Table 48.**	Mixed.
*9 40 P M	....	lv. + **Spokane** (P.T.) ar.	8 05 P M
*7 55 A M	0	lve. + **Lewiston** ð arr.	1 55 P M
f8 25 »	9	... **North Lapwai** .. ð	f1 50 »
8 30 »	10	..... **Spalding**	1 20 »
8 35 »	13	.... Fort Lapwai .. ð	12 55 »
f8 38 »	16	..... Sweetwater	f12 45 »
f8 42 »	18	..... Bundy	f12 33 »
f8 47 »	20	..... Jacques	f12 28 »
9 05 »	22	..... Culdesac .... ð	12 20 P M
10 15 »	36	..... Reubens ..... ð	11 15 A M
10 25 »	40	.. **Craig Junction** ..	10 51 »
10 40 »	45	..... **Craigmont** ... ð	10 40 »
11 05 »	53	..... Ferdinand .... ð	9 30 »
11 30 A M	61	..... Cottonwood .. ð	8 45 »
12 05 P M	70	..... Fenn ..... ð	7 45 »
12 30 P M	77	arr. **Grangeville** ð lve.	*7 00 A M

No. 73	M	Table 49	No. 74
Motor.	..	(Pacific time.)	Motor.
*7 40 P M	0	lv. + **Lewiston** ð ar.	7 30 A M
8 49 »	36	.... Almota ... ð	6 25 »
10 00 P M	71	arr. + **Riparia** ð lve.	*5 20 A M

No. 324	Mls	October 22, 1933.	No. 323
		Table 50.	
*9 40 P M	0	lv. + Spokane (P.T.) ar.	8 05 P M
2 30 A M	132	arr. .... Arrow ... lve.	5 22 P M
ⓢ	....	LEAVE ARRIVE	ⓢ
*7 45 A M	0	+ ... **Lewiston** ... ð	5 52 P M
8 20 »	14	..... **Arrow**	5 22 »
f8 45 »	25	..... Agatha	2 55 »
8 50 »	27	+ ..... Lenore ..... ð	2 49 »
9 05 »	34	+ ..... Peck ..... ð	f2 38 »
9 15 »	39	+ .... Ahsahka .... ð	f2 18 »
9 35 »	43	+ .... Oro Fino .... ð	2 09 »
10 10 »	51	+ ..... Greer ..... ð	1 55 »
11 10 »	65	+ .... Kamiah .... ð	12 40 »
11 40 »	73	+ .... Kooskia .... ð	12 10 »
11 50 A M	76	arr. + **Stites** ð lve.	*12 01 P M



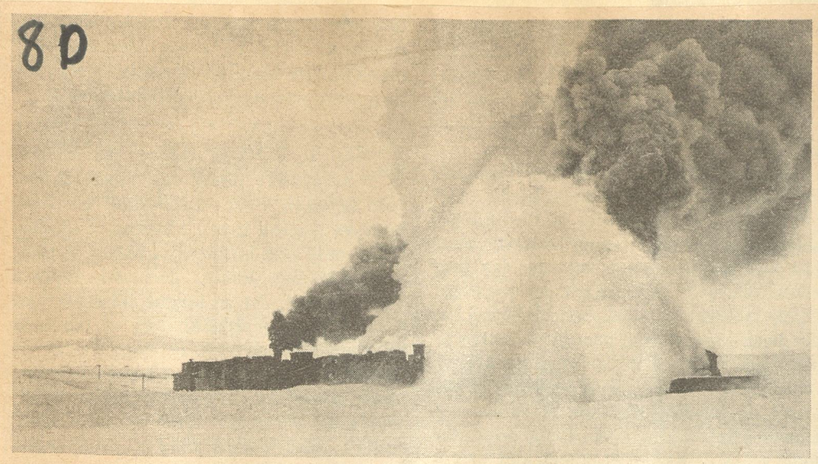
L.A.& S.L. Mike #2703 no doubt is enjoying her assignment working in the cool woods of Idaho as against runs across the blazing deserts of Nevada and Calif. Here she is taking empty flats up the canyon of Orofino Creek for Headquarters.



ON CAMAS PRAIRIE — jointly operated by Northern Pacific and Union Pacific — UP shifter No. 4459 switches the big mill at Lewiston, Ida.

N.P. 1357, a 4-6-0, wheels thirteen cars along the Clearwater R. near Greer

8D

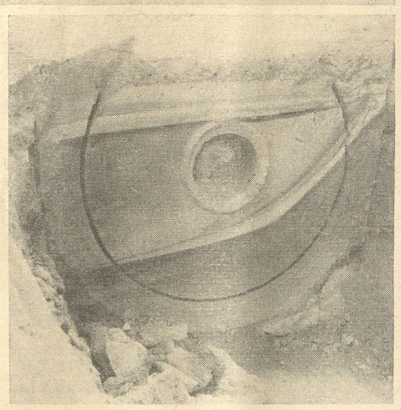


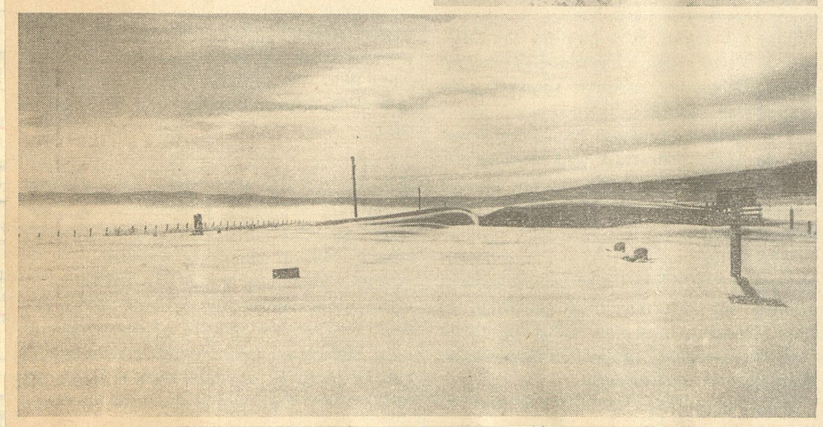
Camas Prairie

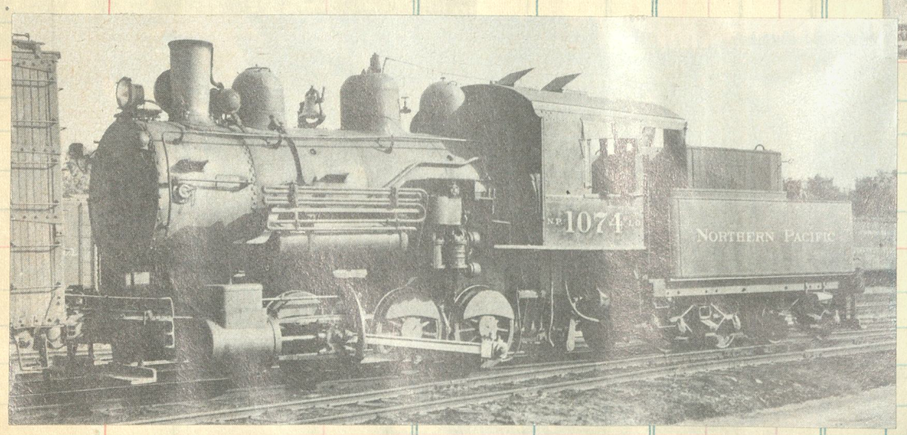
Last February the Camas Prairie Railroad, in Idaho, was immobilized by a glacier of wind-packed snow so hard that in some places it bent the blades of powerful rotary snowplows. This was the great Blizzard of '49 which paralyzed the Great Plains area for periods up to seven weeks.

Howling blasts of icy wind made it almost impossible for snow-fighters to stay on their feet. Drifts closed in behind work trains pushing along snow-covered tracks, marooning them. The little Camas Prairie paid $142,000 to dig out from under.

1950

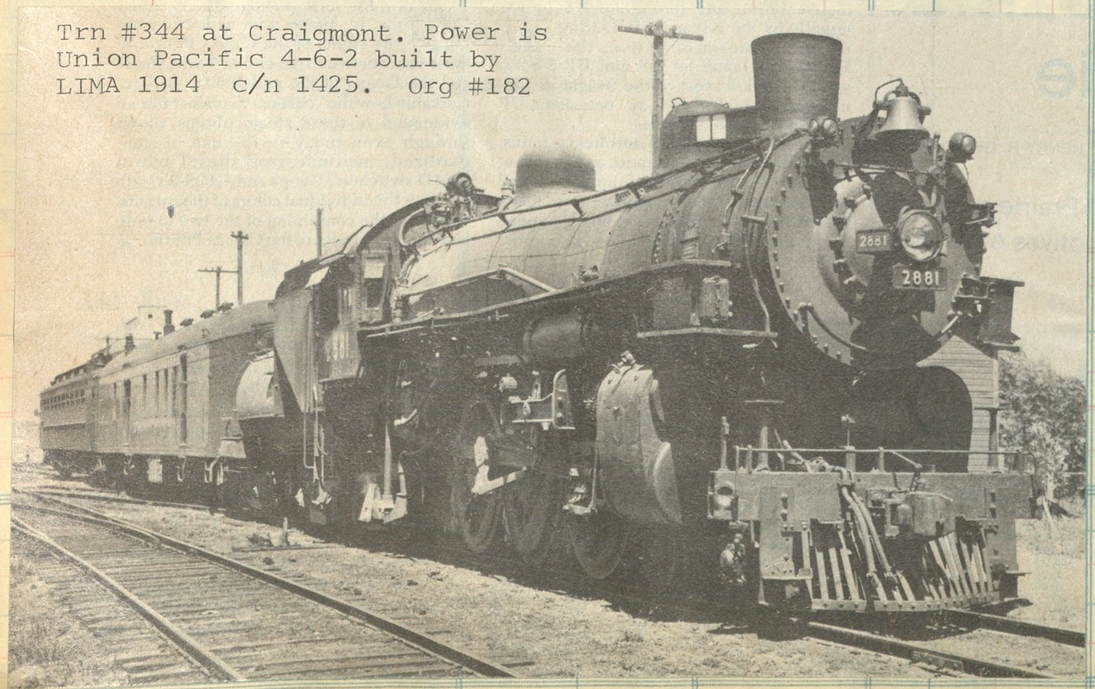


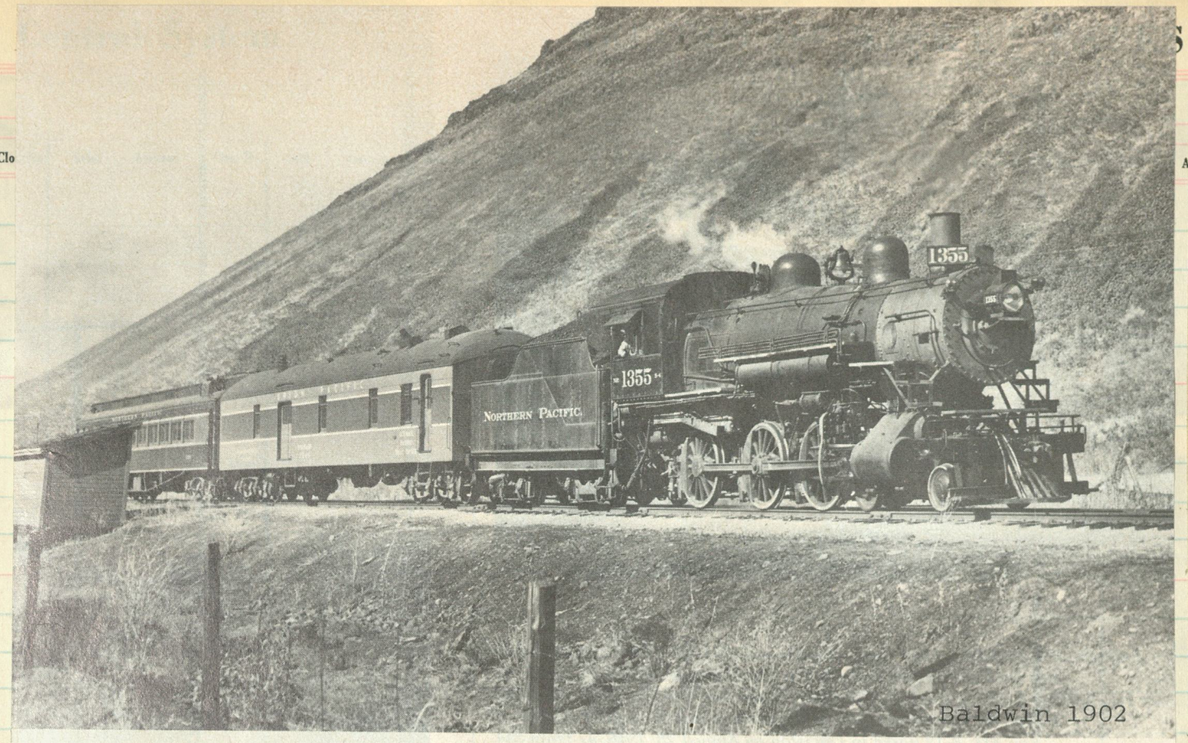




The N.P.'s #1074 was built by Manchester in 1907 c/n 41883

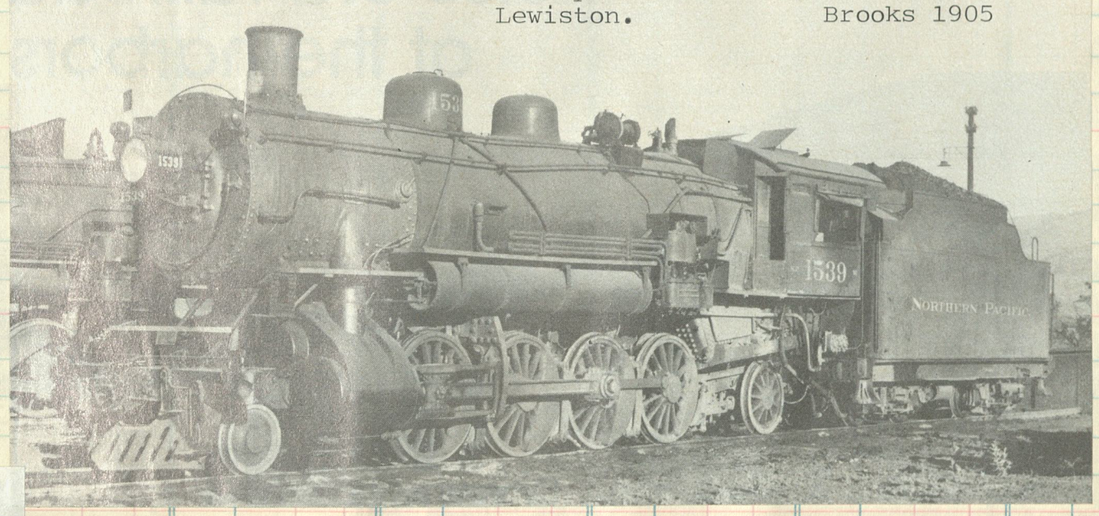
Trn #344 at Craigmont. Power is Union Pacific 4-6-2 built by LIMA 1914 c/n 1425. Org #182





Train #344 on the Grangeville line near Lapwai

Old and weary 1539 relaxes in the sun at Lewiston. Brooks 1905

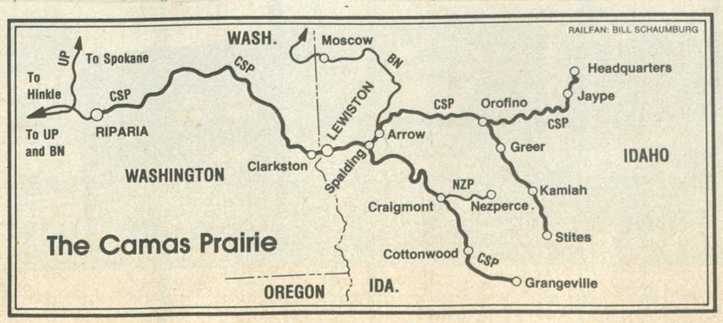


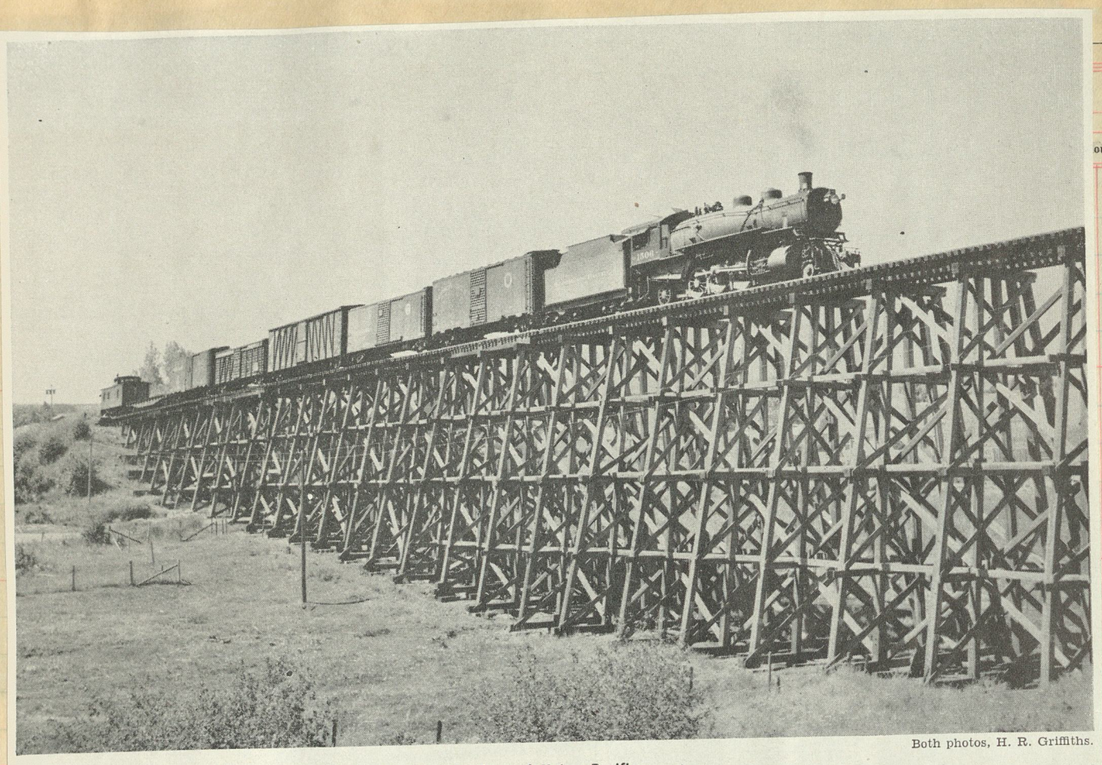
A pair of Union Pacific Mikes, the 2152 is pushing, struggle in getting a 49 car extra out of Spalding.

GIVE the history of the Camas Prairie Railroad Co.

This northwestern carrier was incorporated in Oregon in November, 1909 to operate as a joint line of the Union Pacific and the Northern Pacific, a stretch of road between Riparia, Wash., and Grangeville, Idaho. The trackage from the former point to Lewiston (71 miles) had been built by the Oregon Railroad & Navigation Co. (a UP subsidiary), and the continuation of the line to Grangeville (79 miles) constitutes the Lapwai branch of the NP. In addition to the resulting 150-mile mainline, there are spurs of 66 and 40-mile lengths, extending between Spalding and Stites, and Oro Fino and Headquarters.

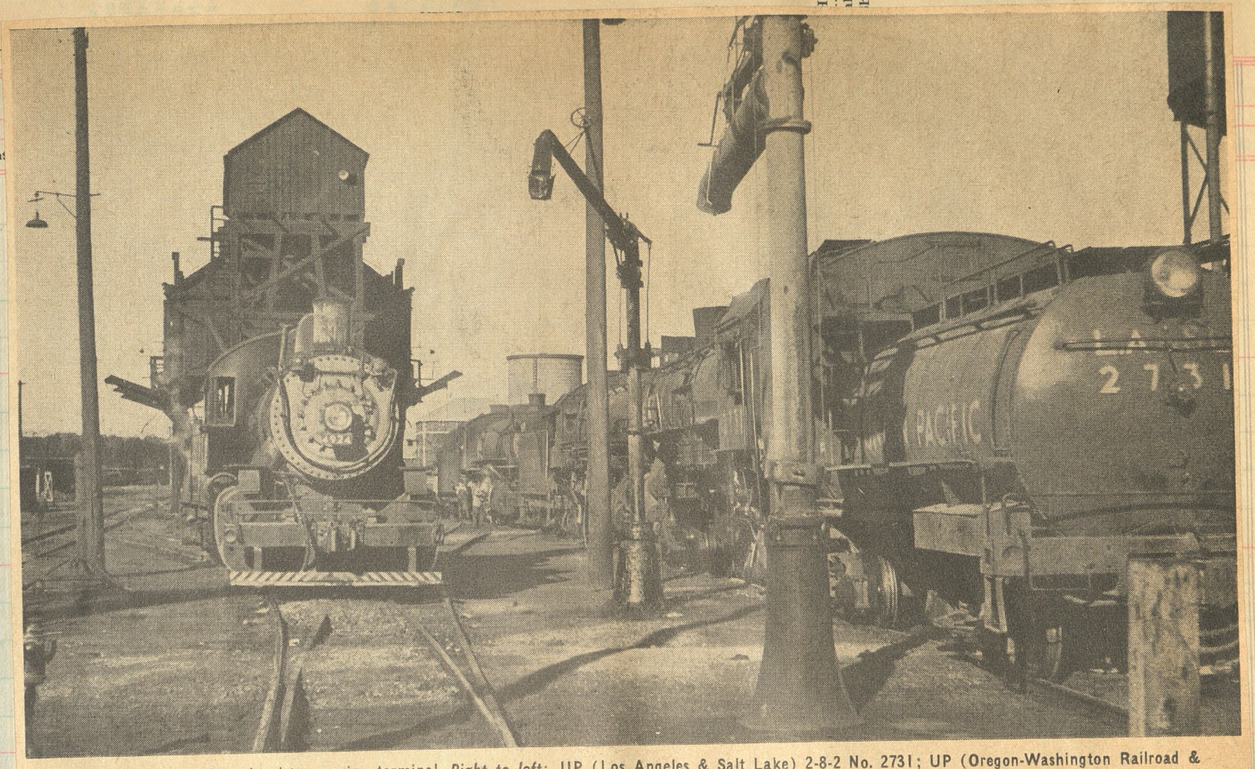
Camas Prairie operating revenues and expenses are apportioned between the Northern Pacific and the Union Pacific, monthly. The road owns no equipment, but leases 16 locomotives, 395 flatcars, 7 cabooses, 61 service cars and three other freight cars, together with 7 passenger coaches, from the controlling roads. Track is laid with 56- and 90-pound rail.





Both photos, H. R. Griffiths.

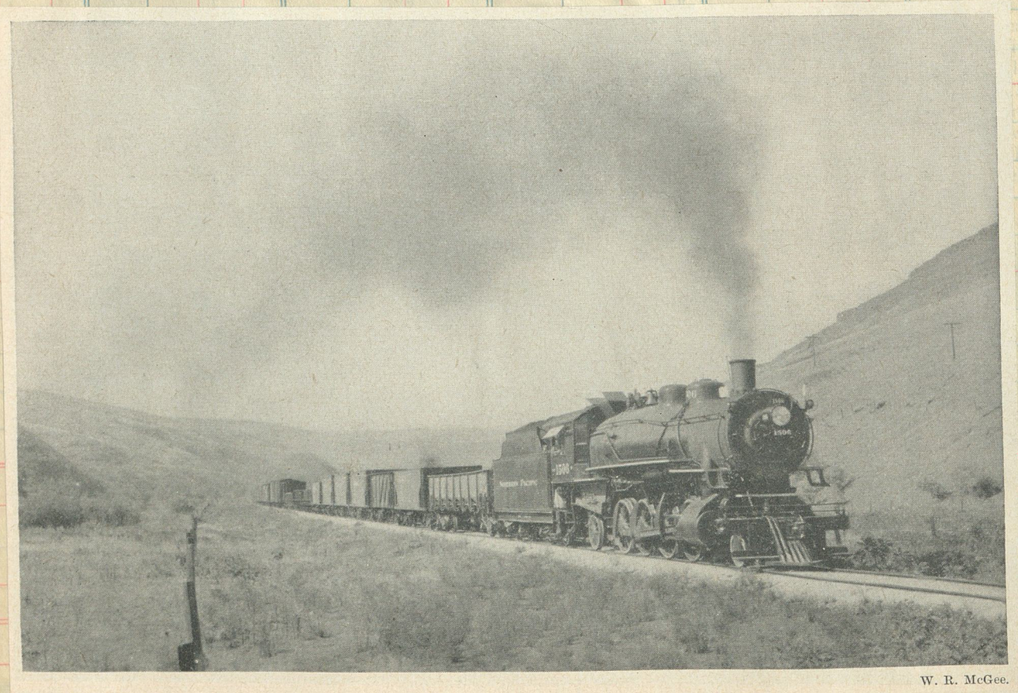
The Camas Prairie Railroad, controlled jointly by Northern Pacific and Union Pacific, is just one big timber trestle after another in the vicinity of Cottonwood, Ida.↑. UP engine, UP baggage-mail car and NP coach cross Lawyer's Canyon↓ near Ferdinand, Ida.



MORNING LINEUP at Lewiston engine terminal. *Right to left:* UP (Los Angeles & Salt Lake) 2-8-2 No. 2731; UP (Oregon-Washington Railroad & Navigation Co.) 2-8-2 No. 2100; NP 2-8-2 No. 1506 and UP (OWR&N) 0-6-0 No. 4924

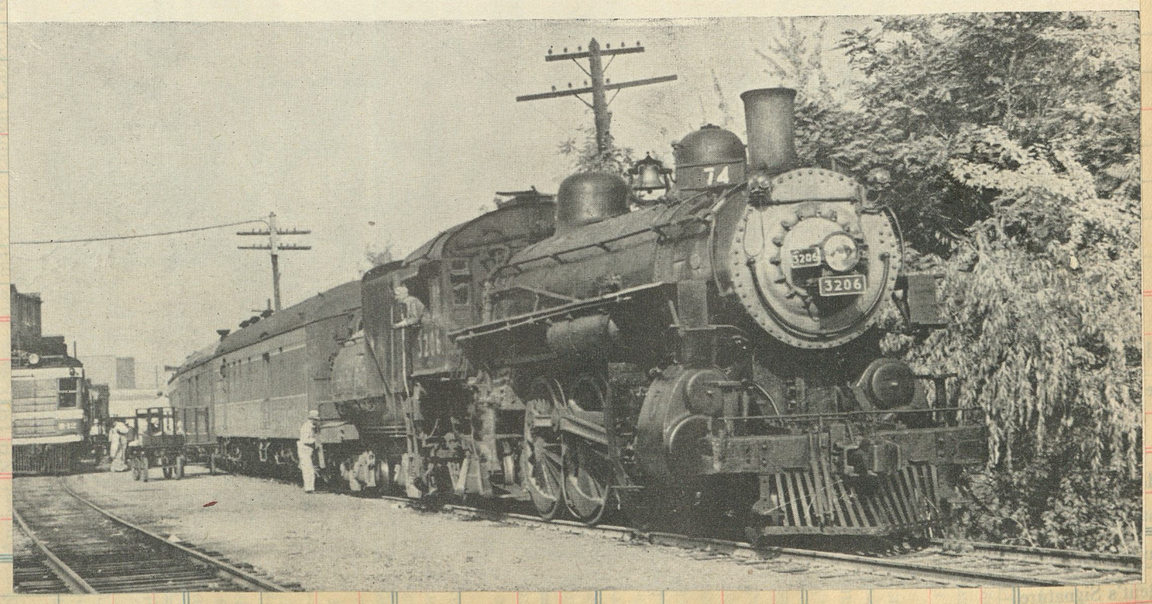
↗Two Union Pacific 2-8-2's lift a 26-car eastbound train up along the side of Lapwai Canyon just beyond a horseshoe tunnel. The track comes along one side of the canyon, plunges into the tunnel, which is below the camera position, and continues its climb high on the other side.

↓The morning Union Pacific train from Riparia has arrived at Lewiston and passengers and mail are being transferred to the Northern Pacific gas-electrics which will go on to Stites and Grangeville. Passenger service on the Headquarters branch is provided in freight cabooses

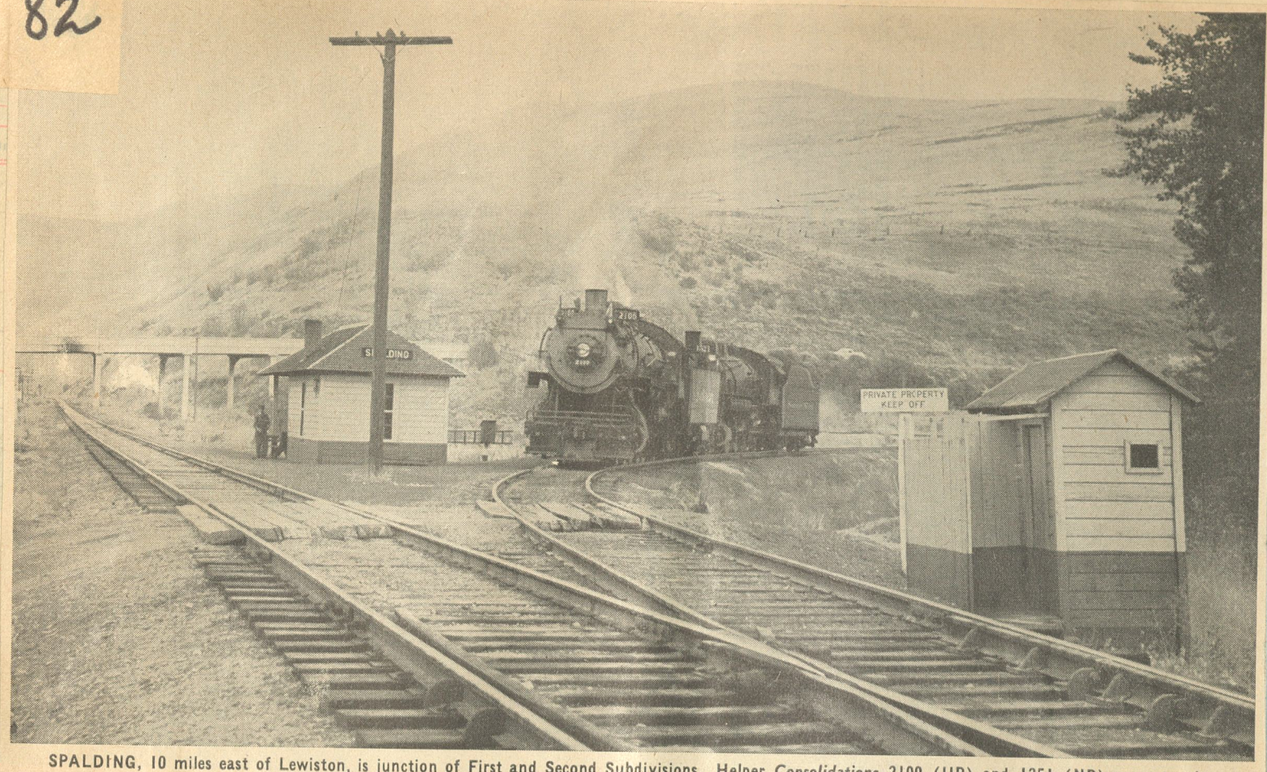


W. R. McGee.

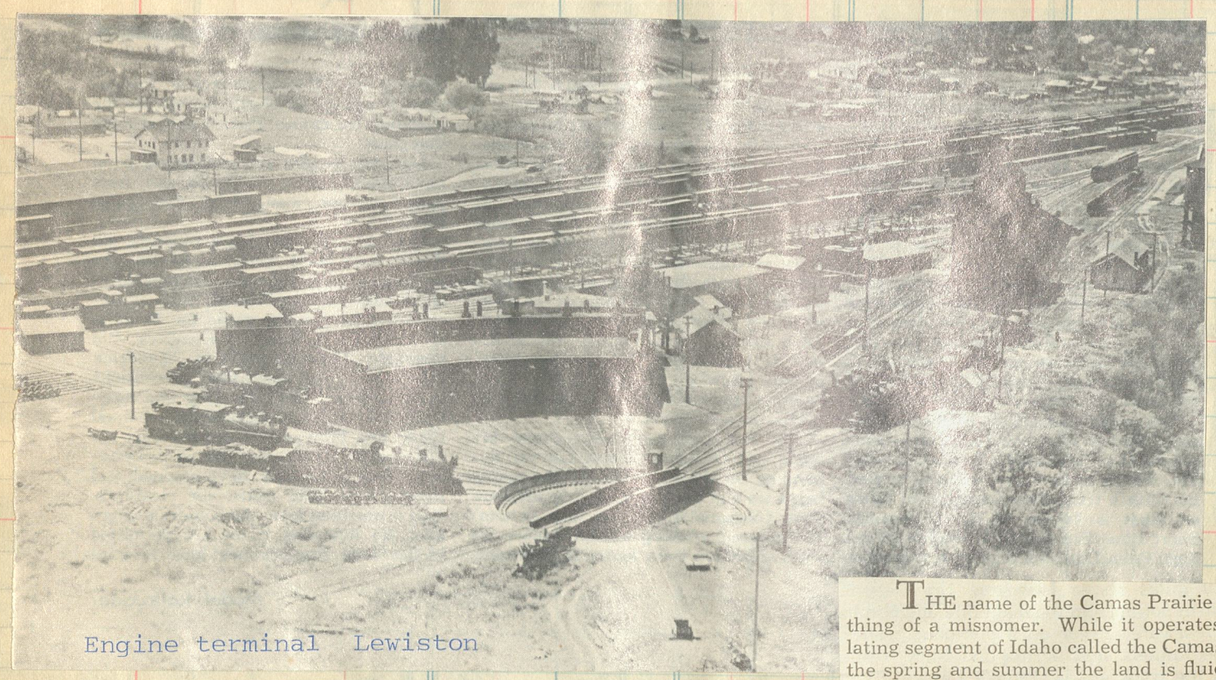
An eastbound Camas Prairie Railroad freight train climbs the hill near Sweetwater, Ida., behind Northern Pacific 2-8-2 No. 1506. Union Pacific 2-8-2 No. 2110 is helping on the rear end. The Camas Prairie is owned jointly by Northern Pacific and Union Pacific and uses motive power from both roads. It operates some 258 miles of line and has daily passenger service over much of it. Principal freight business is logs and lumber products, cut from the hills of the Washington and Idaho area it serves. Photo was made in 1946.



82



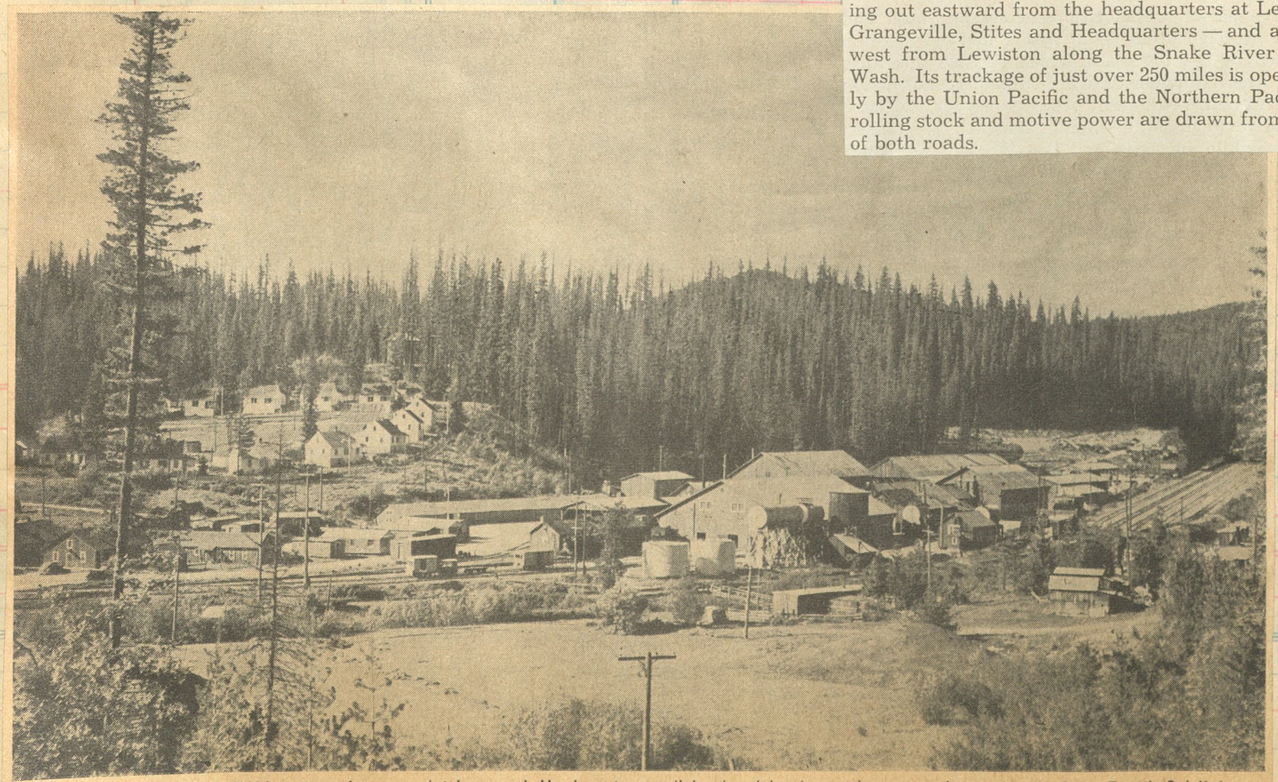
SPALDING, 10 miles east of Lewiston, is junction of First and Second Subdivisions. Helper *Consolidations* 2100 (UP) and 1251 (NP) are returning light to Lewiston after pushing a freight up through Lapwai Canyon



Engine terminal Lewiston

THE name of the Camas Prairie Railroad is something of a misnomer. While it operates across an undulating segment of Idaho called the Camas Prairie, where in the spring and summer the land is fluid with windblown wheat, and gains its name from that land, the Camas Prairie also operates in deep gorges, across tremendous trestles, and up grades which require three engines to a train. Much of the Camas Prairie Railroad is situated on land that is anything but prairie.

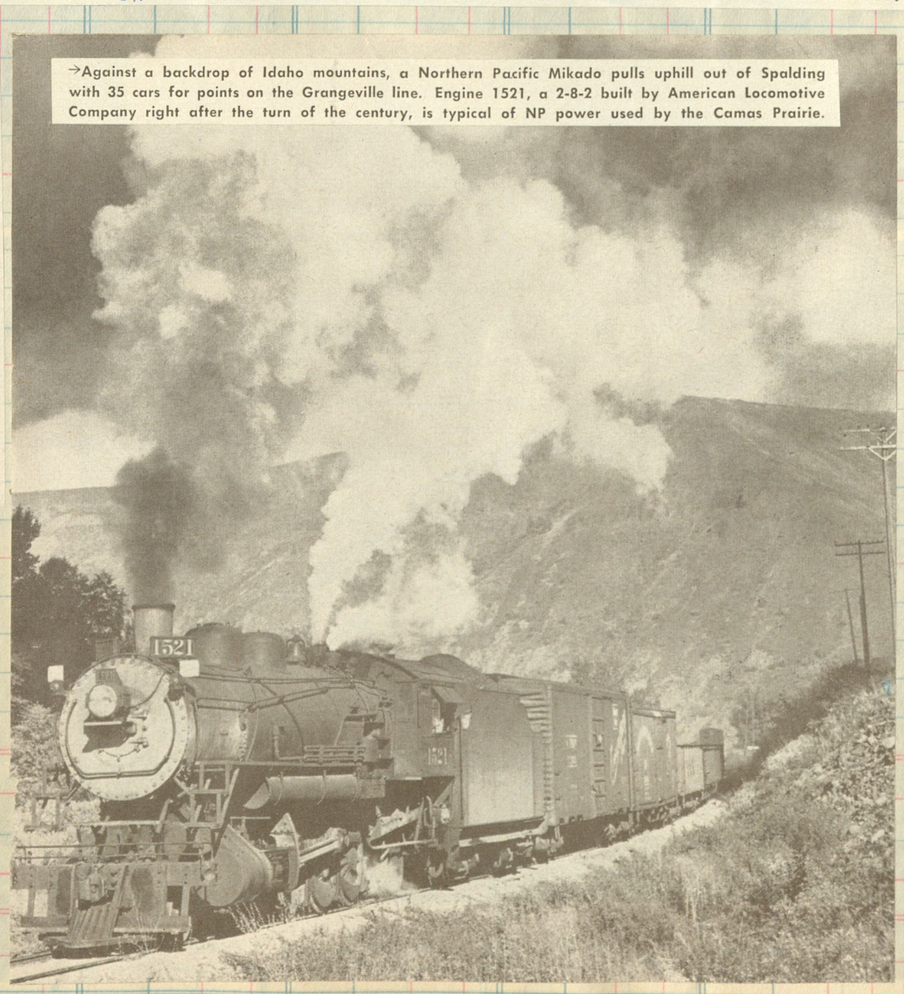
The Camas Prairie came about in 1909 when the Union Pacific and the Northern Pacific decided that it would be more economical to combine their operations around Lewiston, Ida., than to maintain somewhat duplicate services. The railroad consists of three main lines branching out eastward from the headquarters at Lewiston — to Grangeville, Stites and Headquarters — and a fourth line west from Lewiston along the Snake River to Riparia, Wash. Its trackage of just over 250 miles is operated jointly by the Union Pacific and the Northern Pacific, and its rolling stock and motive power are drawn from the rosters of both roads.



THE FOREST PRIMEVAL surrounds appropriately named Headquarters, well-developed logging settlement at the outer end of the Fourth Subdivision. Boss' houses on hill are arranged in circle to facilitate communications in 12 to 15 foot snows of winter

C.P. A ~~Northern Pacific~~ freight climbs the rugged slopes of Clearwater River Canyon in the Pacific Northwest. By Philip R. Hastings.

→Against a backdrop of Idaho mountains, a Northern Pacific Mikado pulls uphill out of Spalding with 35 cars for points on the Grangeville line. Engine 1521, a 2-8-2 built by American Locomotive Company right after the turn of the century, is typical of NP power used by the Camas Prairie.



Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

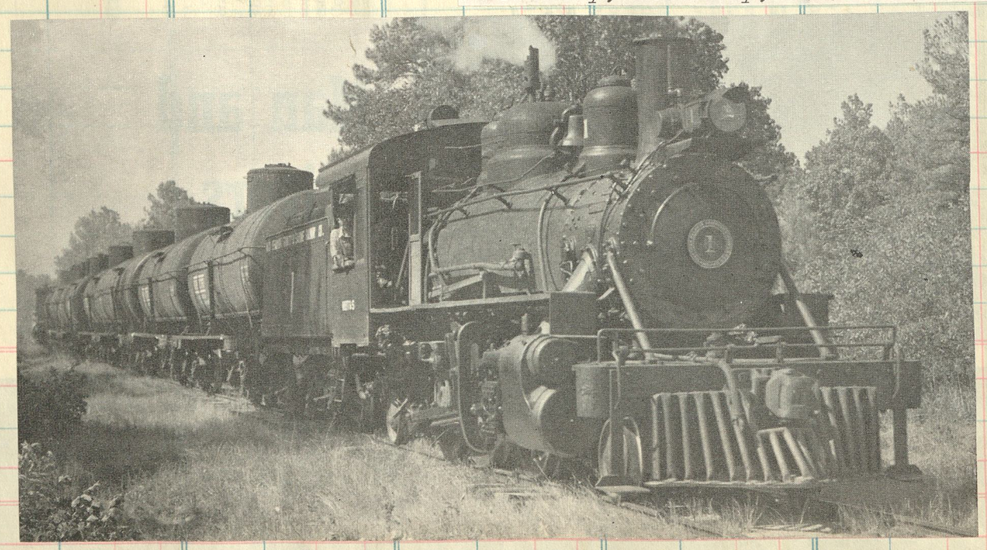
Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

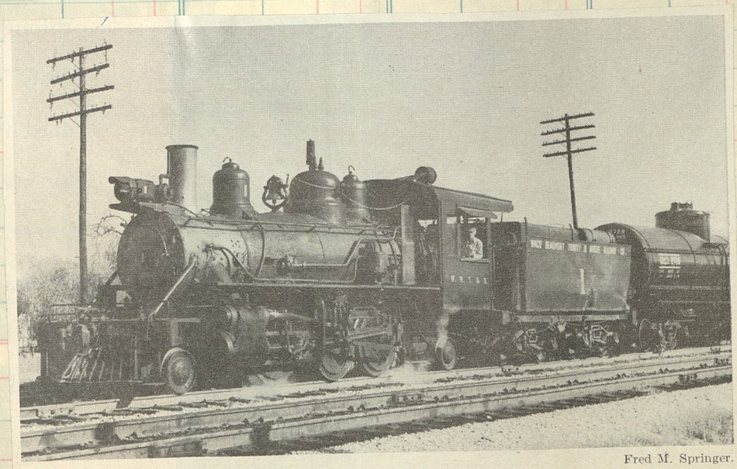
#112 2-6-0
Baldwin 1920
c/n 54016

#109 Brooks 1900
c/n 3697
Org Illinois Cent
#560, to #3917,
#3706. Sold to
B & S 1946

WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY.

"Wobblety, Bobblety, Turnover & Stop"





Fred M. Springer.

ONE-SPOT of Waco, Beaumont, Trinity & Sabine switches on MP tracks at Trinity, Tex.

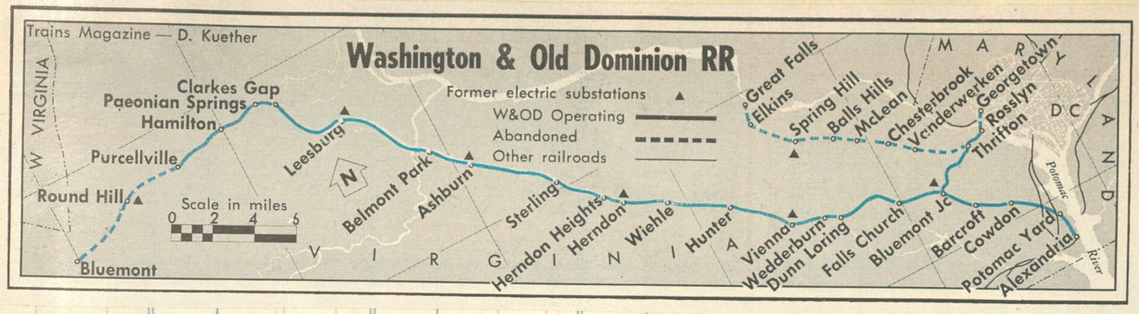
84

SELLER
DATE

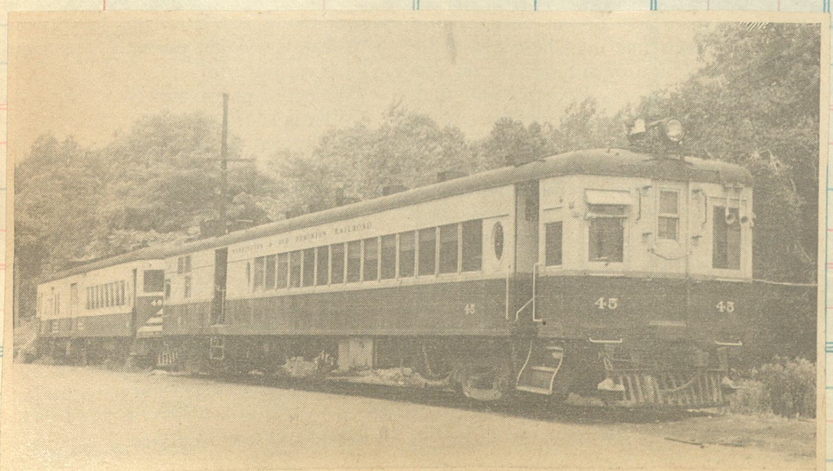
FORM	DESTINATION	Amt.	Com. No.	Clos. No.

ET SALES AT

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



Washington & Old Dominion gas car No. 45 picks up passengers at Falls Church, Va. on May 30, 1951. Staff photographer Ara Mesrobian noted that the crowd was due to the fact that the next day all W&OD passenger service would cease. No. 45 was built by Osgood Bradley in 1927 for the New York Central as M-14. Paint scheme on W&OD was yellow and black.



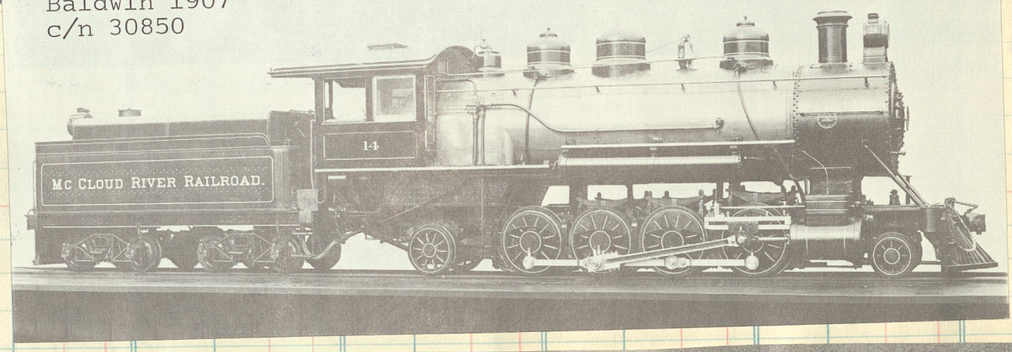
Motor-car 45 gets her most strenuous workout hauling combine-trailer up the 3.5 percent grade northwest of Rosslyn

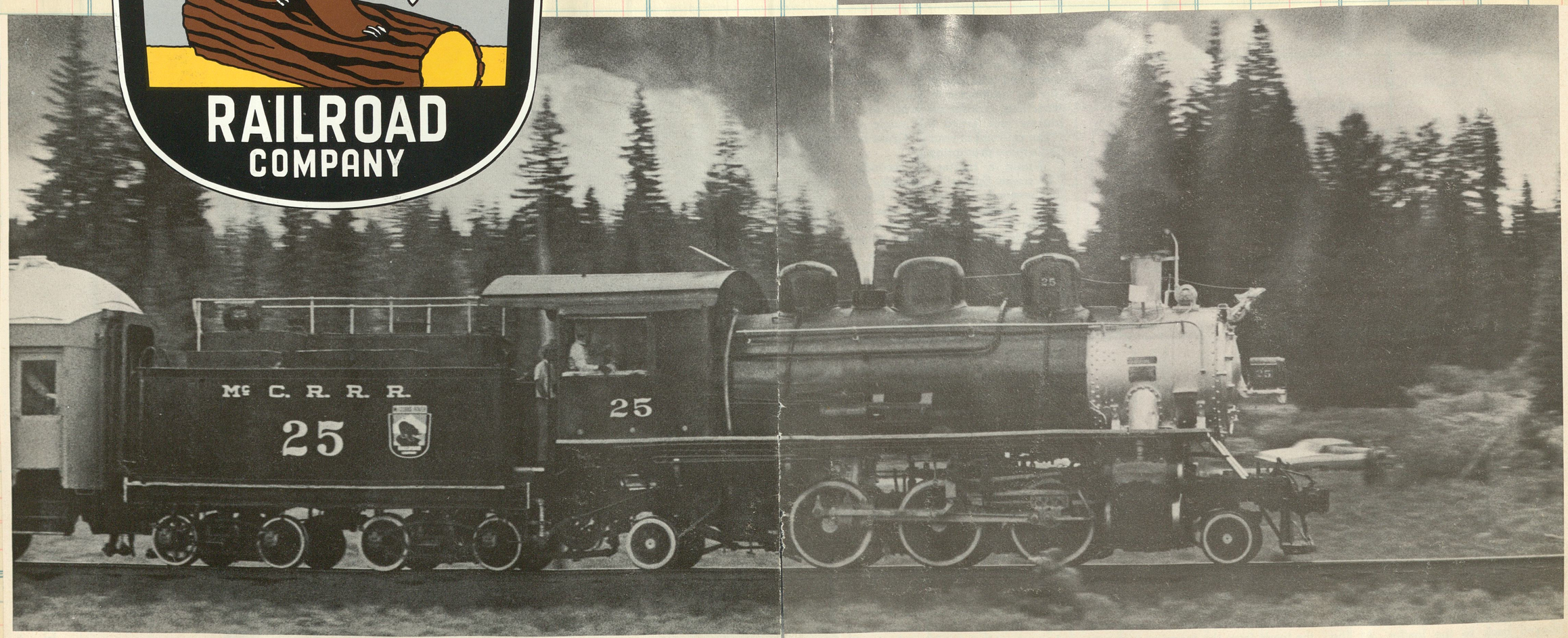
McCLOUD RIVER

McCLOUD RIVER RAILROAD COMPANY

A.P.—The 61-mile McCloud River RR, which operates between Mt. Shasta City, Slagger Creek and Hambone, Calif., and also leases a branch line from the McCloud River Lumber Co., was incorporated in 1897. It owns 16 locomotives, more than 400 cars, and is doing well financially. Among its engines are the four new Baldwin-built 18-series of 2-8-2's, with 20 x 28 cylinders, 48-inch drivers, 180 lbs. pressure, 178,700 lbs. wt., 35,700 lbs. t.f.; and several Baldwin-built 2-6-2's in the 24 series, with 19 x 24 cylinders, 46-inch drivers, 180 lbs. pressure, 147,000 lbs. weight, 28,800 lbs. t.f.

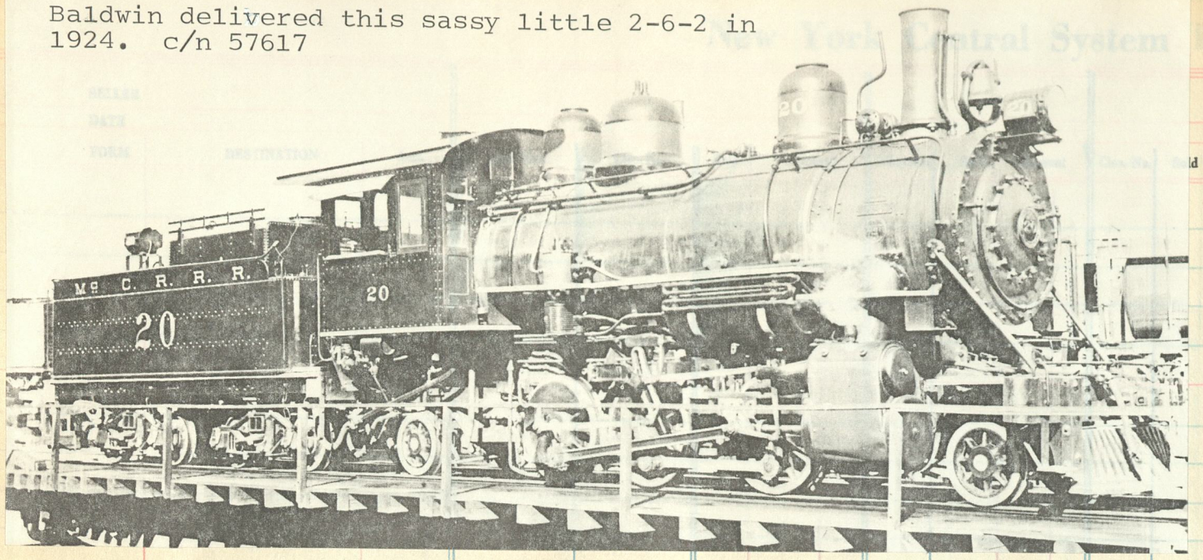
Baldwin 1907
c/n 30850



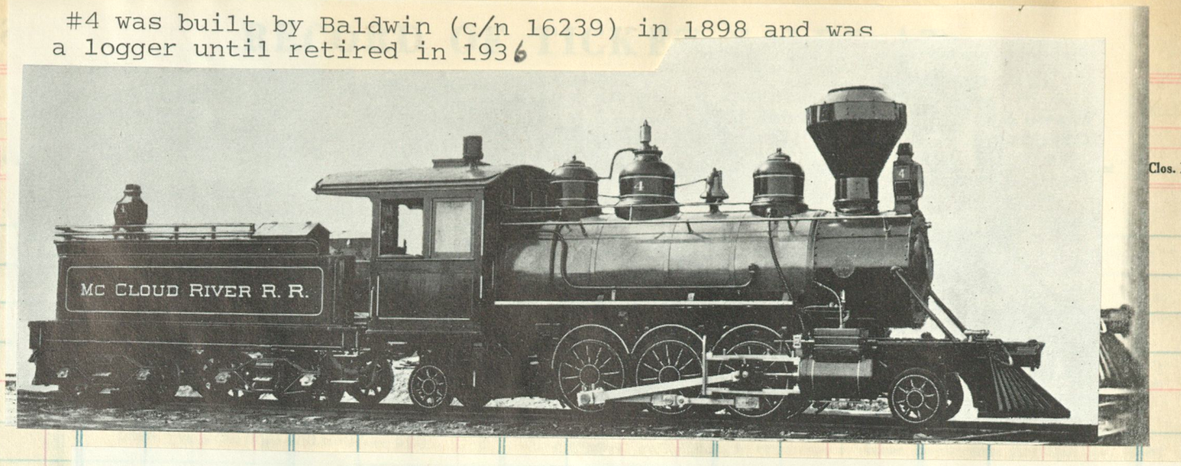


WITH throttle back and reverse hooked up, and open pops testifying to more than adequate steam pressure, McCloud River 2-6-2 No. 25 runs for Dead Horse Hill on June 19, 1971. This view explains why TRAINS editors could not resist Mr. Benson's story of No. 25.

Baldwin delivered this sassy little 2-6-2 in 1924. c/n 57617

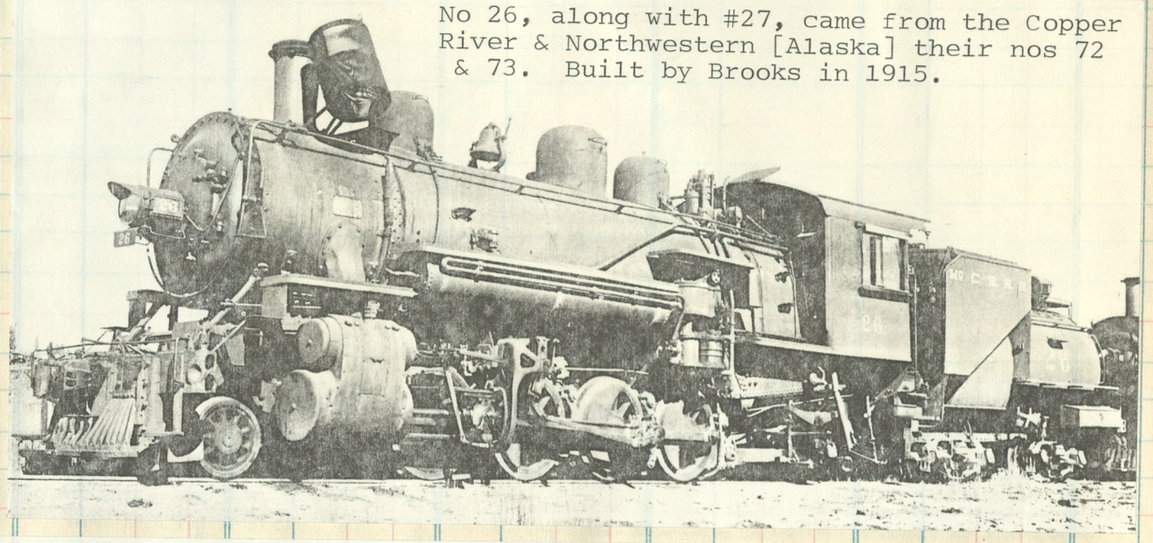


#4 was built by Baldwin (c/n 16239) in 1898 and was a logger until retired in 1936

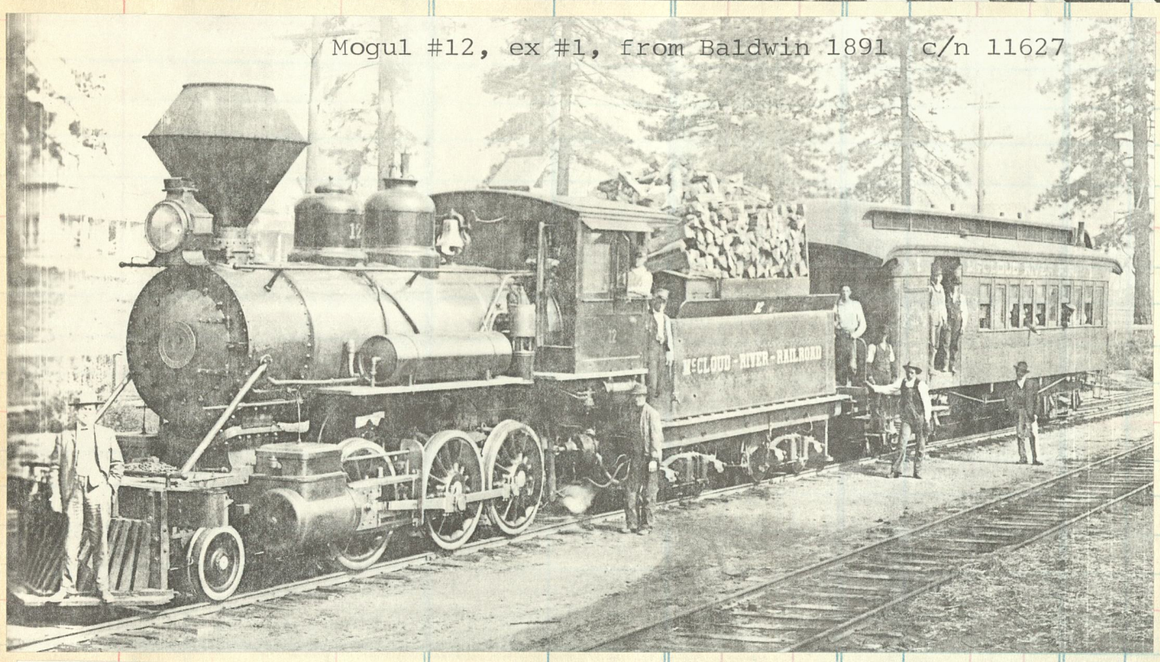


Clos. No. | Sold | Amount

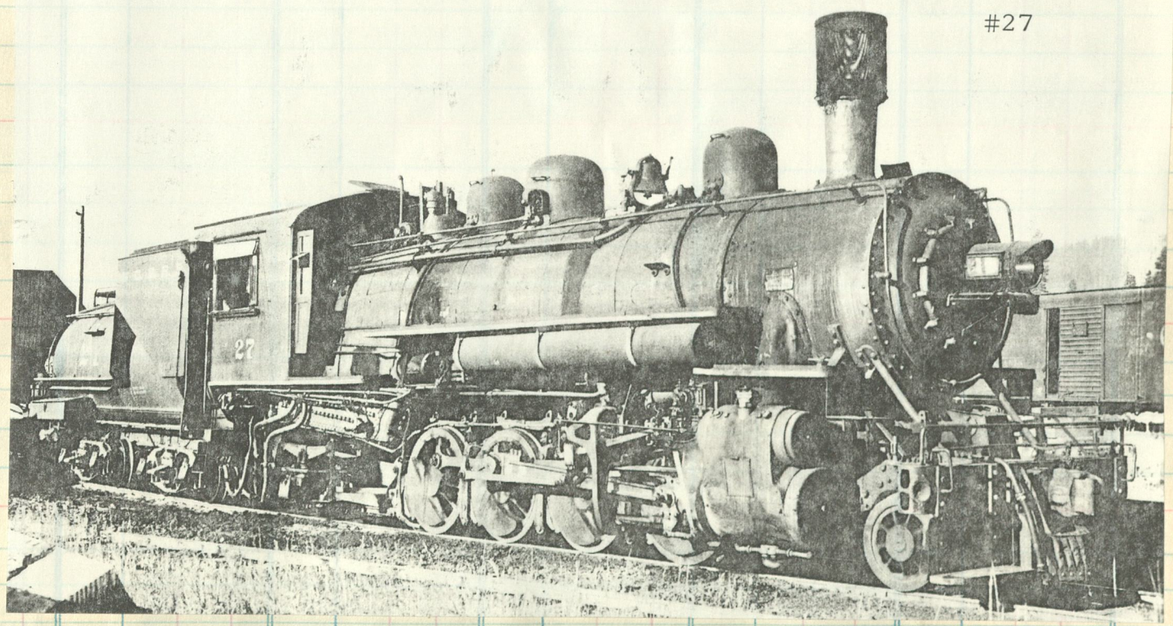
No 26, along with #27, came from the Copper River & Northwestern [Alaska] their nos 72 & 73. Built by Brooks in 1915.



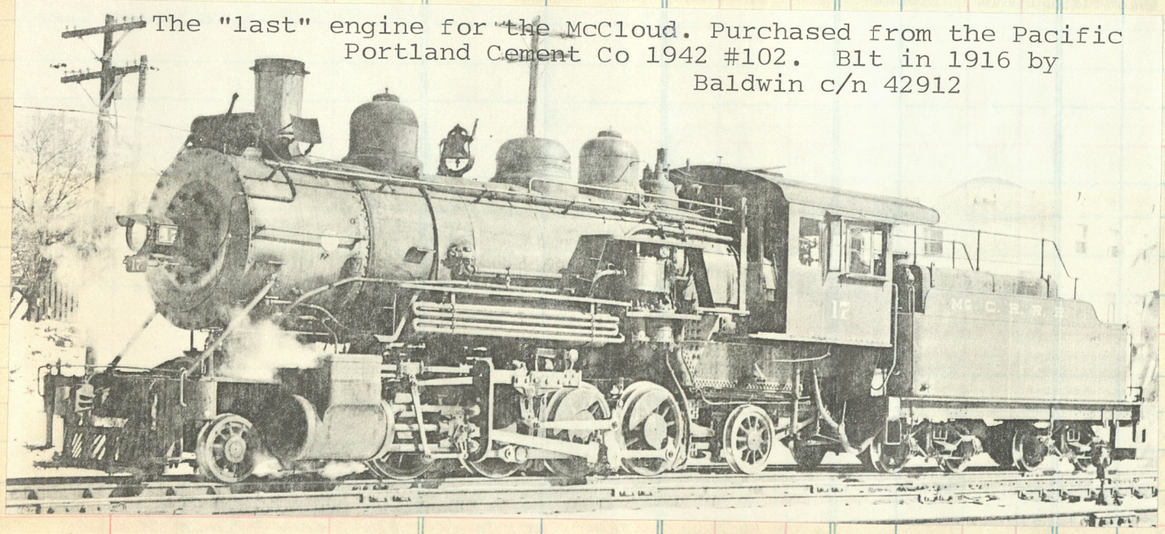
Mogul #12, ex #1, from Baldwin 1891 c/n 11627

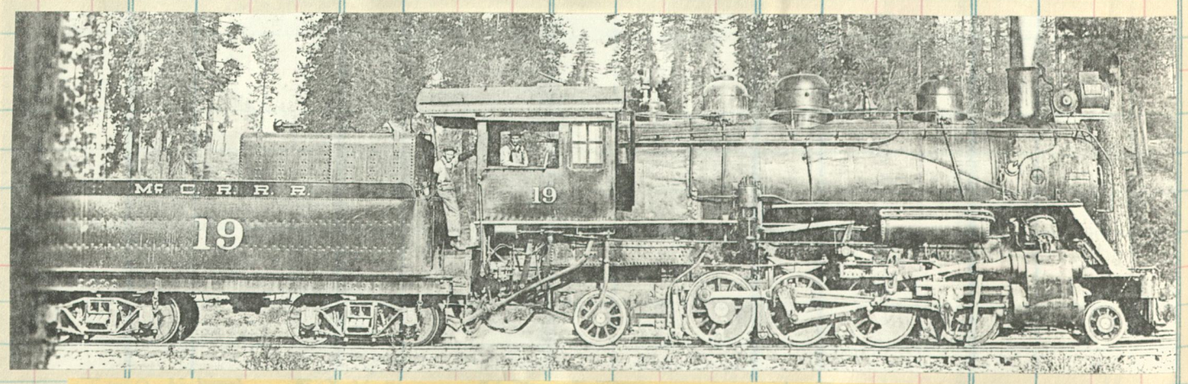


#27



The "last" engine for the McCloud. Purchased from the Pacific Portland Cement Co 1942 #102. Blt in 1916 by Baldwin c/n 42912



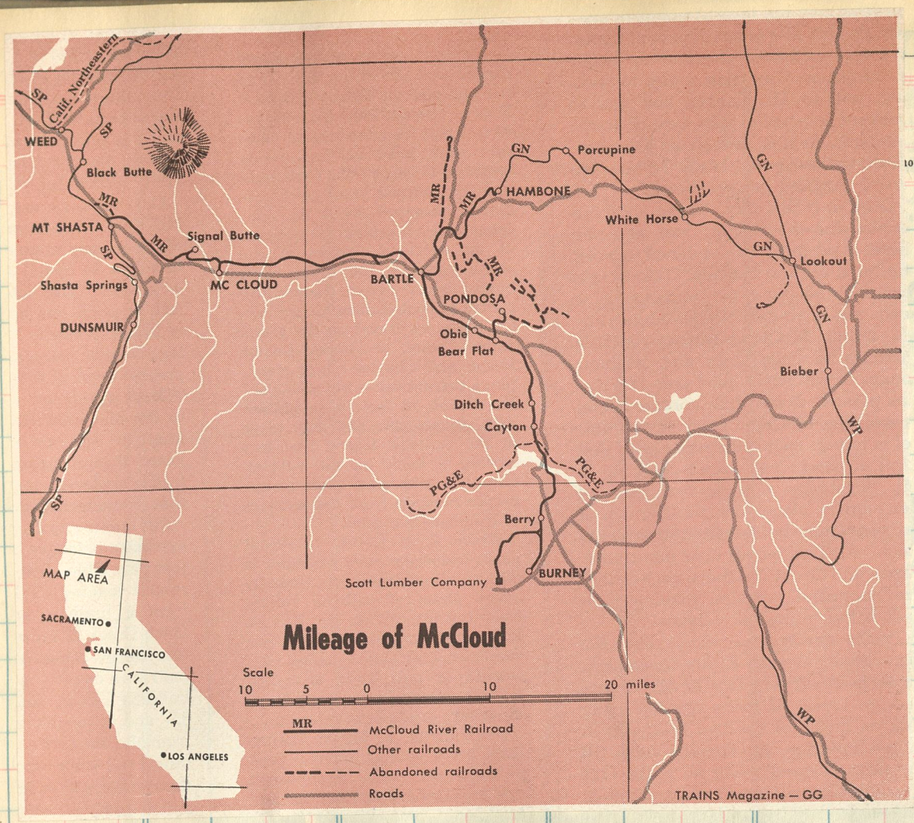


Old #19 has had a long and colorful career. Erected in 1915 by Baldwin (c/n 42000) for the Caddo & Choctaw #4. Sold to Choctaw River Lbr #4, then served in Mexico for the United Mining & Smelting Co #2069. Back to the U. S. as McCloud River #19, sold in 1953 to Yreka Western #19 and now on the Oregon, Pacific & Eastern where it remains in active service.

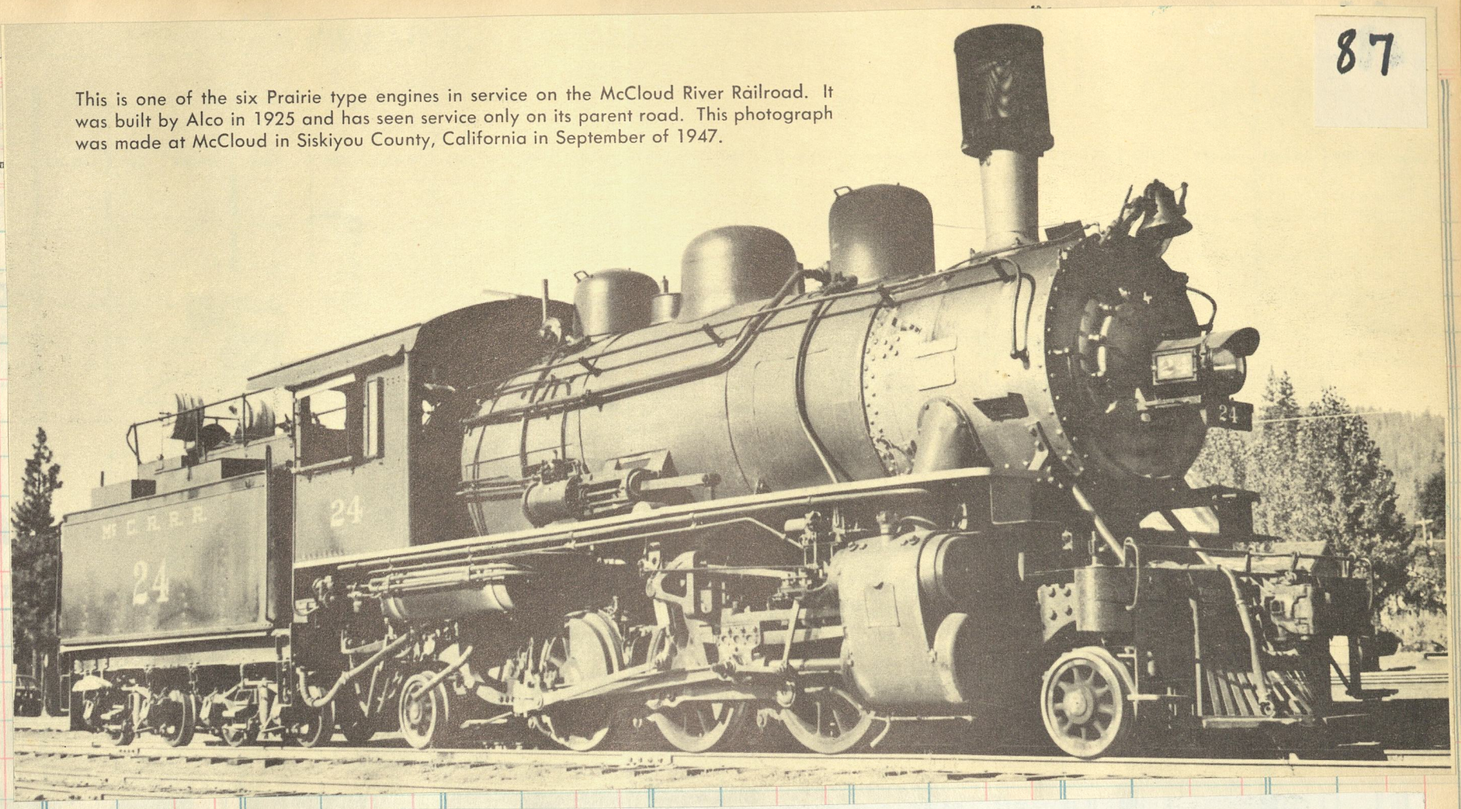
Mike #18 smoking up the timber as she rolls along with a train of empty flats. Blt by Baldwin in 1914, c/n 41709, and sold to Yreka Western in 1956. Today preserved in static condition.

McCLOUD RIVER RAILROAD combination coaches, pulled by No. 11, handled U.S. mail, Wells Fargo & Co. express on northern California run.

Clos. No.



This is one of the six Prairie type engines in service on the McCloud River Railroad. It was built by Alco in 1925 and has seen service only on its parent road. This photograph was made at McCloud in Siskiyou County, California in September of 1947.



McCLOUD RIVER RR wanted a double ender, so this was the result. No. 6 was actually two separate locomotives run from a common cab. One can imagine the difficulties trying to synchronize both engines as time began to wear the linkage in the control mechanisms. She later became two separate units; one of them having been used by the contractor who constructed "Treasure Island" in San Francisco Bay in 1939. (Collection of C. A. Brown)

Baldwin 1900 c/n 17684-5

Schenectady 1925
c/n 66434

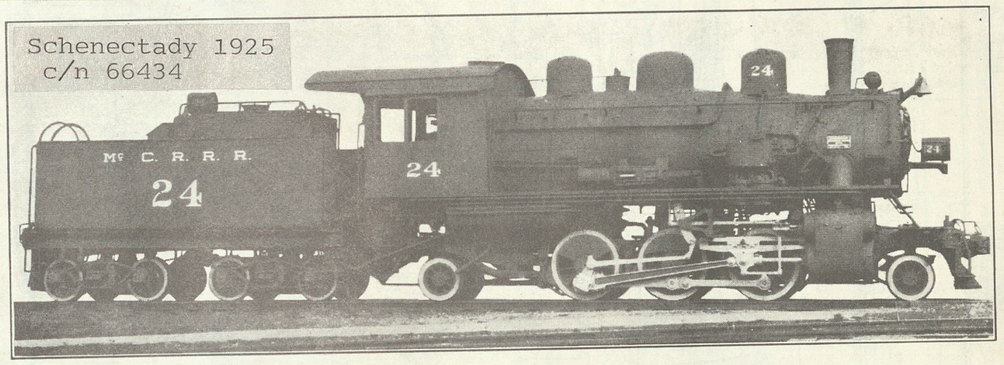
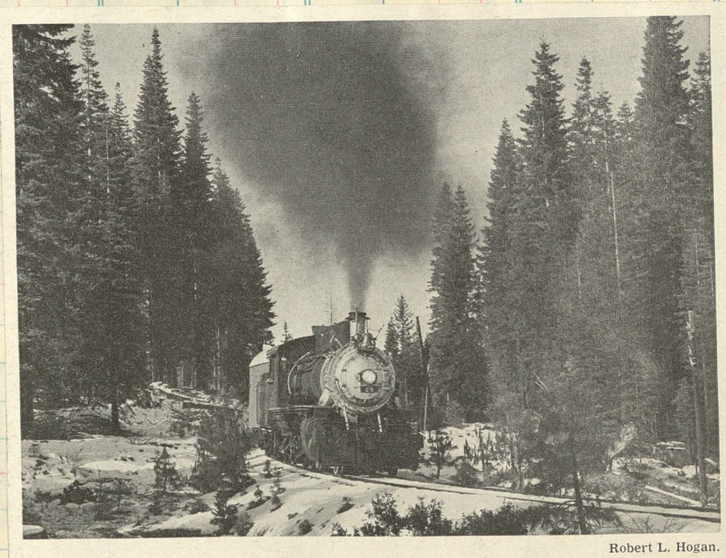


Fig. 46—McCloud River 2-6-2 (Prairie) Type Locomotive. Built by the American Locomotive Company.

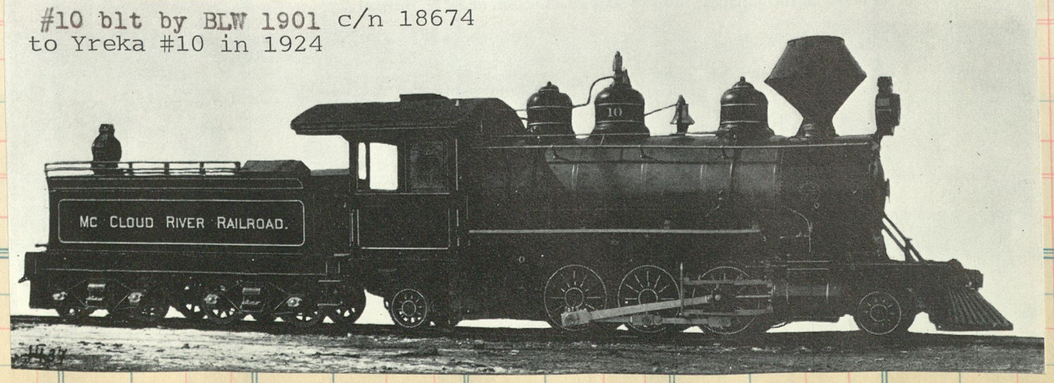
Cylinders, diameter and stroke	19 in. x 24 in.	Driving wheel base	9 ft. 9 in.
Rated tractive force	28,800 lb.	Total engine wheel base	25 ft. 8 in.
Cylinder horsepower	1,170 h.p.	Fuel	Oil
Drivers, diameter	46 in.	Grate area	30.2 sq. ft.
Weight on drivers	119,000 lb.	Steam pressure	180 lb.
Weight on front truck	13,000 lb.	Evaporative heating surface	1,242 sq. ft.
Weight on trailing truck	15,000 lb.	Superheating surface	266 sq. ft.
Total weight of engine	147,000 lb.	Tender capacity	4,000 gal. water, 1,800 gal. oil



Robert L. Hogan.

TALL ponderosa pines surround the track as McCloud River 2-6-2 No. 25 eases through an S-curve on Pacific Locomotive Association's winter snow trip February 1, 1970.

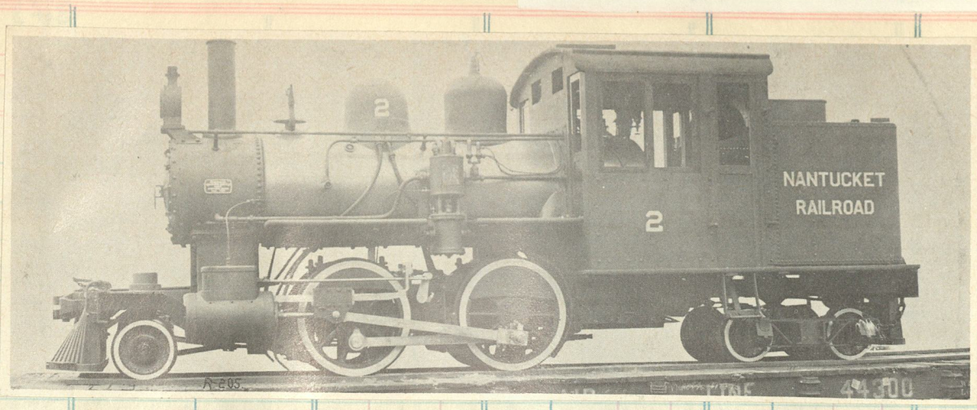
#10 blt by BLW 1901 c/n 18674
to Yreka #10 in 1924



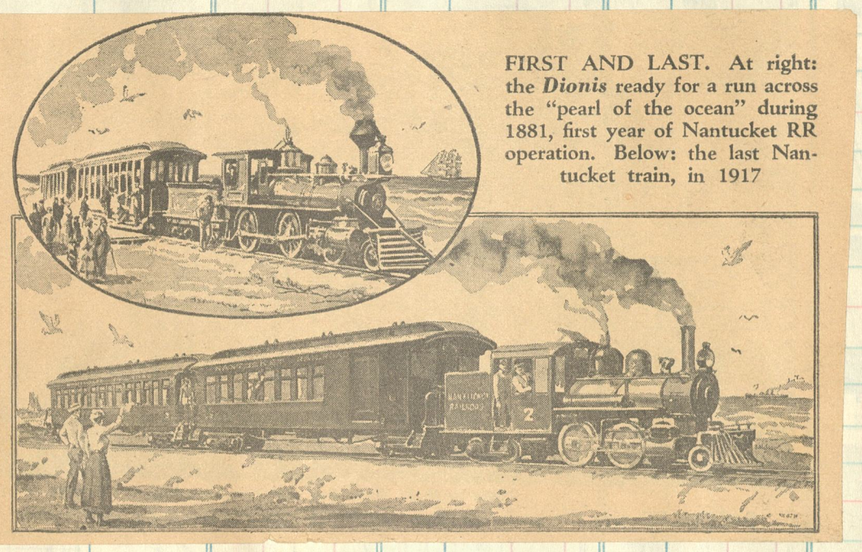
Two of the four [22-25] sure footed 2-6-2's delivered by Schenectady in 1925 double head a train of timber near Pondosa

New York Central System NANTUCKET RECORD OF TICKET SALES AT

Delicate as a porcelain tea pot, little # 2 was built at Richmond 1910. C/n 48027 and once named the IRA L. McCORD

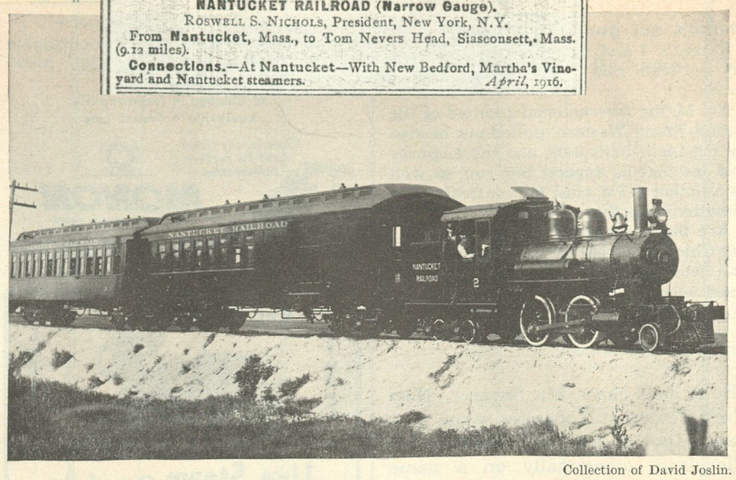


D. A., Baltimore, Md.—The Nantucket RR was opened in 1881 from Nantucket to Surfside (3 miles), on Nantucket Island, and to Siasconset (11 miles) in 1884. In 1892 it had 2 locomotives and 7 cars. In 1897 it became the Nantucket Central. It ceased operating Sept. 15, 1917.



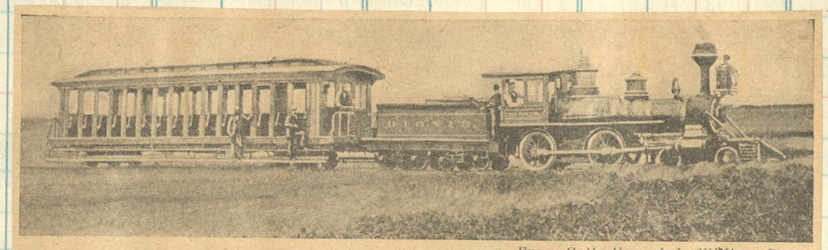
FIRST AND LAST. At right: the *Dionis* ready for a run across the "pearl of the ocean" during 1881, first year of Nantucket RR operation. Below: the last Nantucket train, in 1917

NANTUCKET RAILROAD (Narrow Gauge).
ROSWELL S. NICHOLS, President, New York, N.Y.
From **Nantucket**, Mass., to Tom Nevers Head, Siasconsett, Mass. (9.12 miles).
Connections.—At Nantucket—With New Bedford, Martha's Vineyard and Nantucket steamers. *April*, 1916.



Collection of David Joslin.

NANTUCKET RAILROAD'S narrow-gauge trains connected with Nantucket steamers in the summer.



From Collection of J. William Barnes

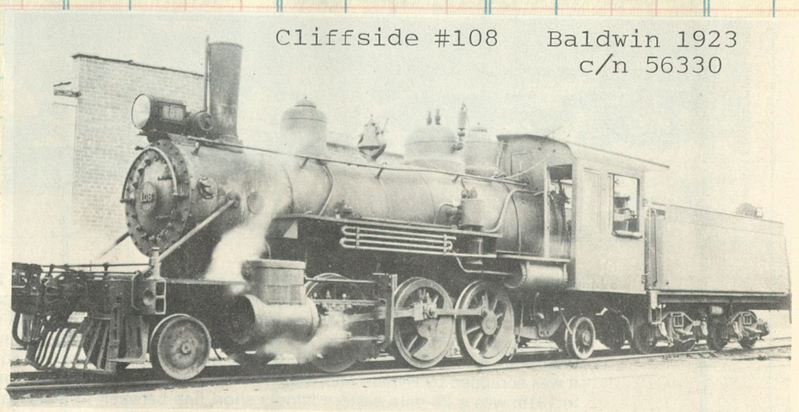
DIONIS, first engine of narrow-gage Nantucket Railroad (see page 19), was named after the wife of an early settler

Sold | No. | Sold | Amount | Clos. No. | Sold | Amount

CLIFFSIDE RAILROAD COMPANY.

The 110, a friendly little 2-6-2 rolls along over a weed covered right of way. Built in 1927 by Vulcan, c/m 3738, for the McRae Lbr & Mfg Co, went to the Beachwood Sand & Mill Co., then to Cliffside

Cliffside #108 Baldwin 1923 c/n 56330



Built as Ingham-Burnett Lumber #22

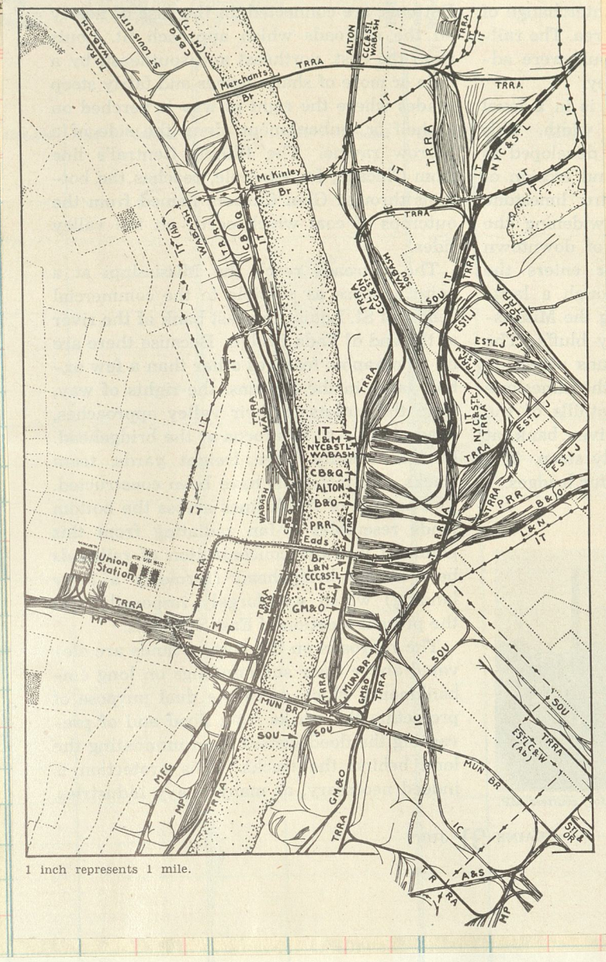
Next Seller's Signature

Total Accounted for

Clos. No.	Sold	Amount

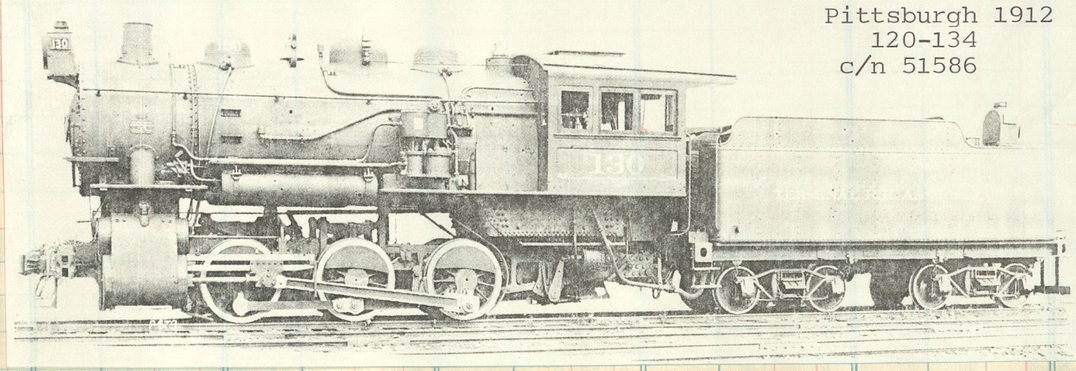
Clos. No.	Sold	Amount

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

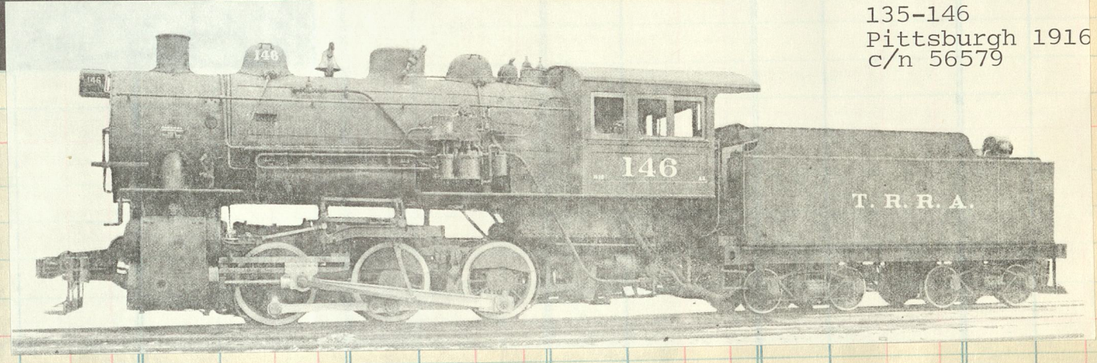


1 inch represents 1 mile.

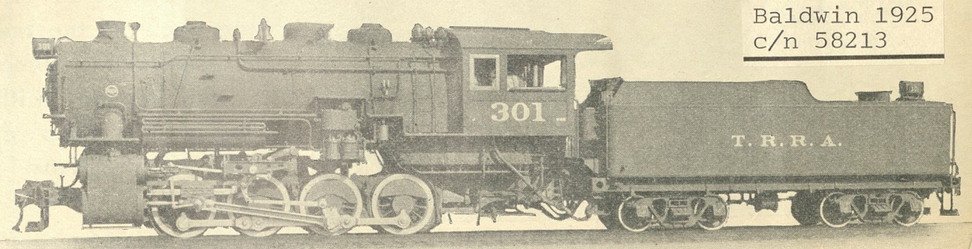
Pittsburgh 1912
120-134
c/n 51586



135-146
Pittsburgh 1916
c/n 56579

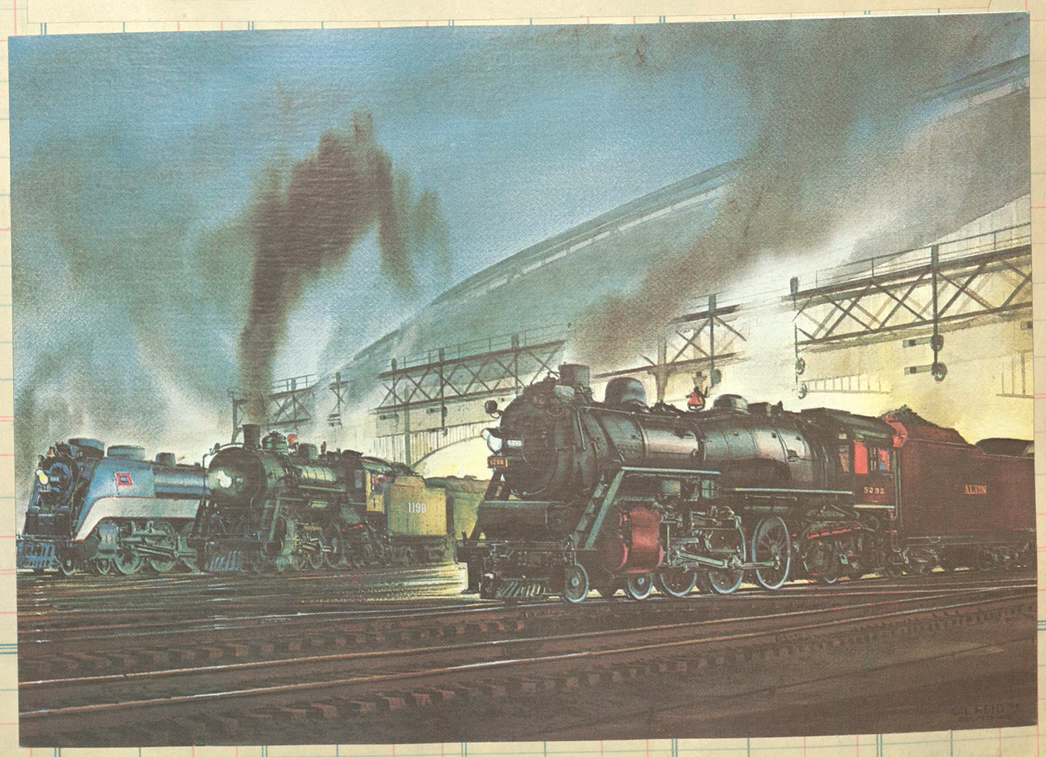


Baldwin 1925
c/n 58213



STL B&T #7

DREW FIRST PAY LOAD ACROSS MISSISSIPPI



90

New Yo

SALES AT

SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

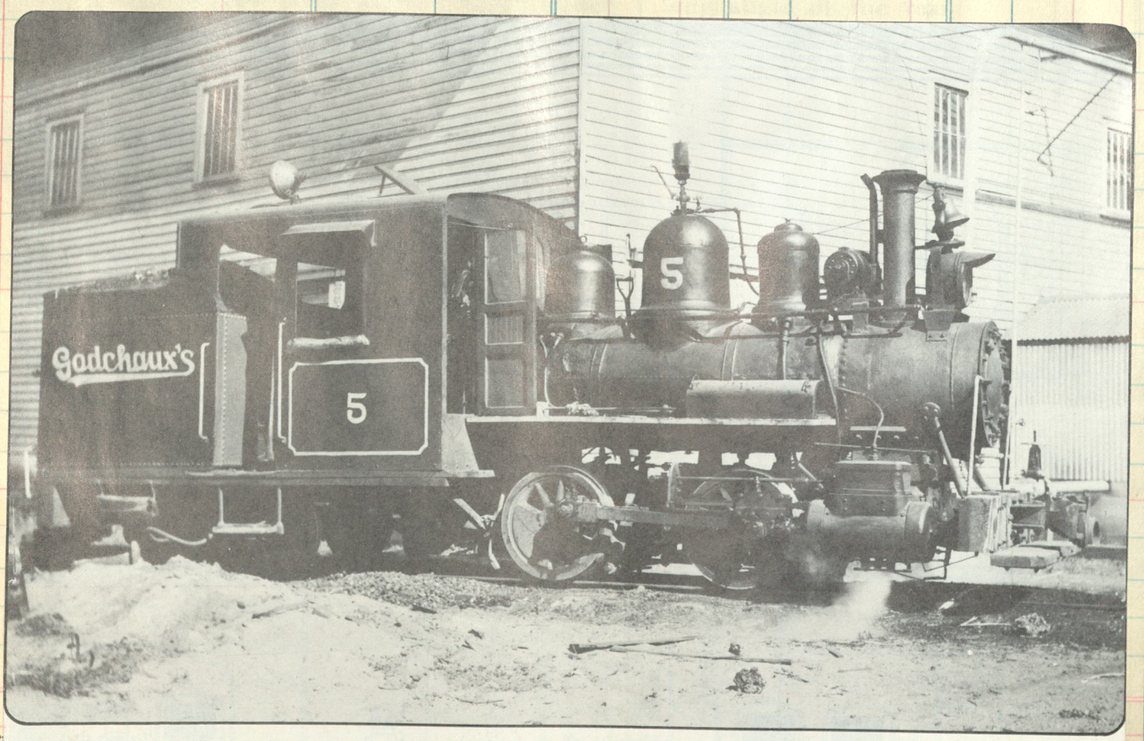
Godchaux #4 was known as the "Queen of the Sugar Steamers". She was built by Baldwin and was scrapped following a highway accident with a loaded sugar cane truck at a crossing near Reserve, Louisiana. *Photo by C. W. Witbeck.*

Baldwin 1904
c/n 26316

Both photos, C. W. Witbeck.

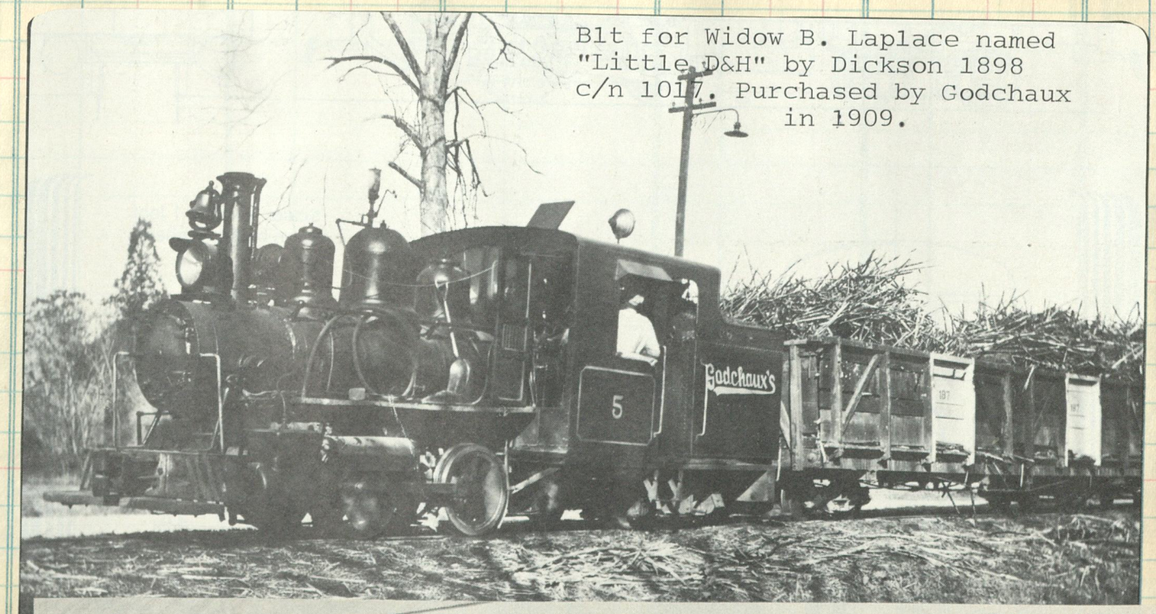
(1955)

END OF THE LINE for Godchaux (La.) Sugars No. 4 came on November 28 when a truck loaded with piling rammed the 3-foot-gauge Mogul at a grade crossing, killing the conductor (who was riding the pilot step) and overturning engine and three cars of cane on the highway. Rare Baldwin had been promised in sale to a fan when Godchaux's suspended rail lines.

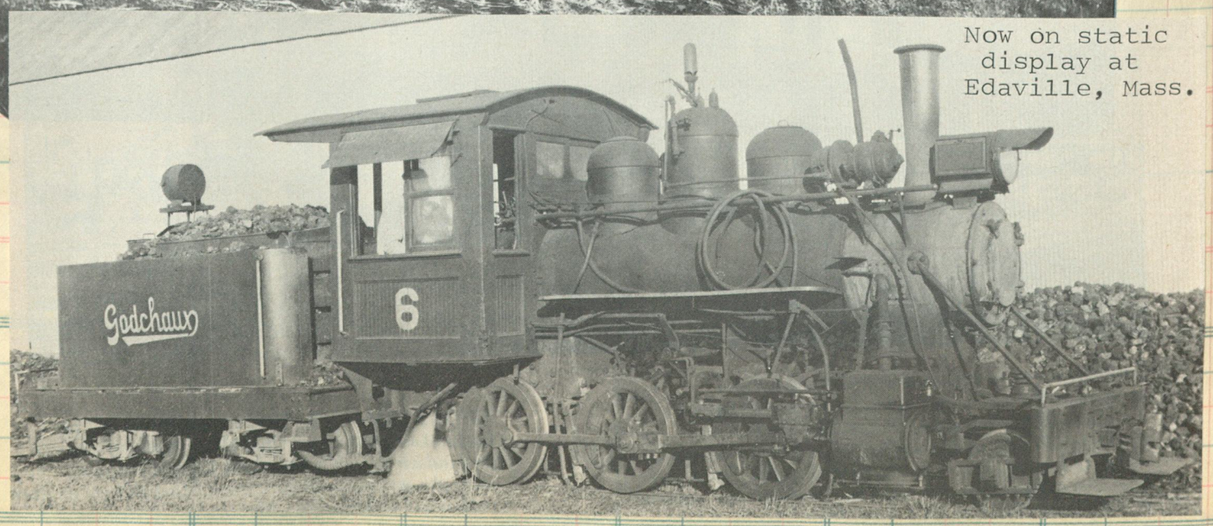


A "typical" sugar cane locomotive at rest. Godchaux Sugar #5 photographed at Reserve, Louisiana in 1949. She was three-foot gauge.

Blt for Widow B. Laplace named "Little D&H" by Dickson 1898 c/n 1017. Purchased by Godchaux in 1909.



Now on static display at Edaville, Mass.



Add—Er
Deduct "
DATE
Total

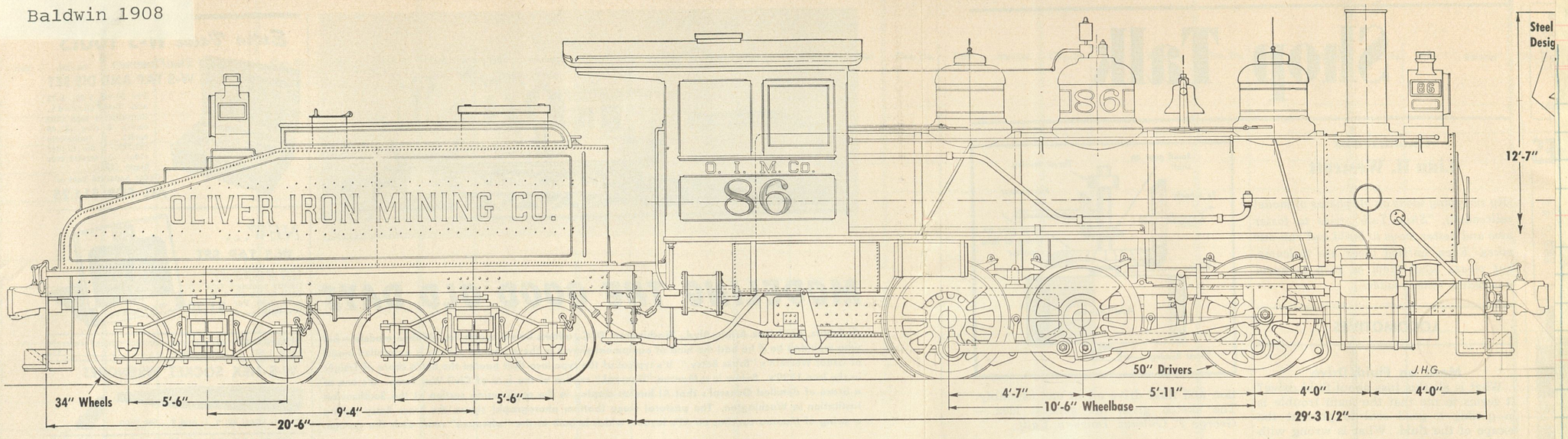
Add Working Fund
Total to be Accounted for

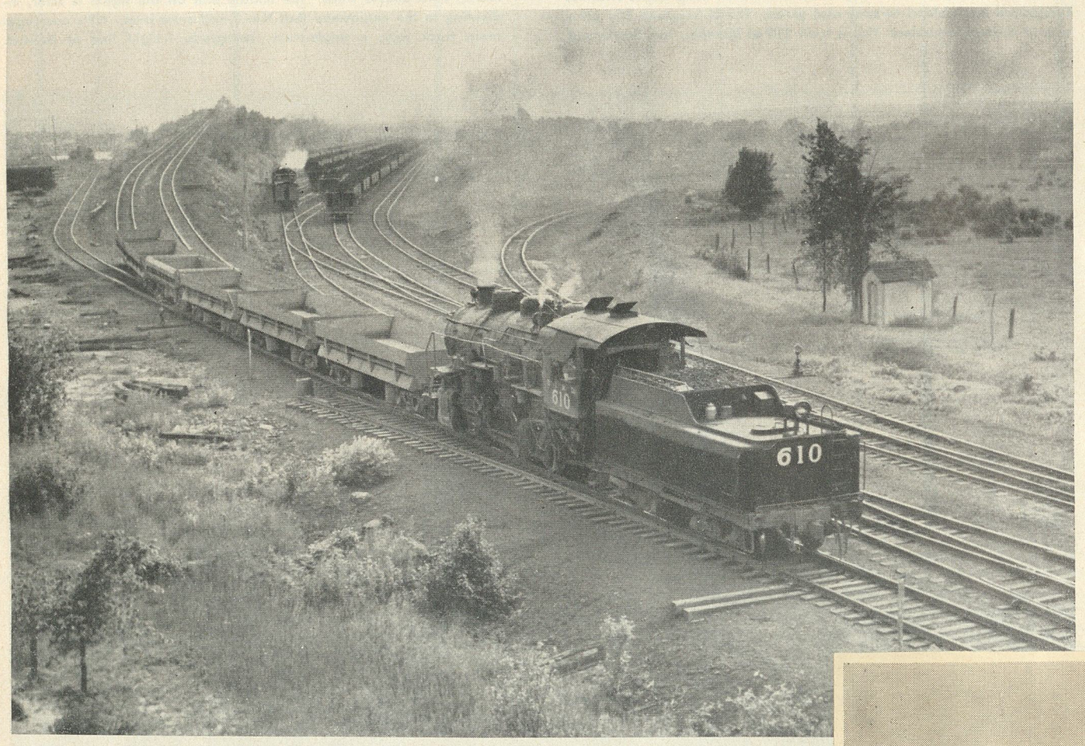
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

Baldwin 1908

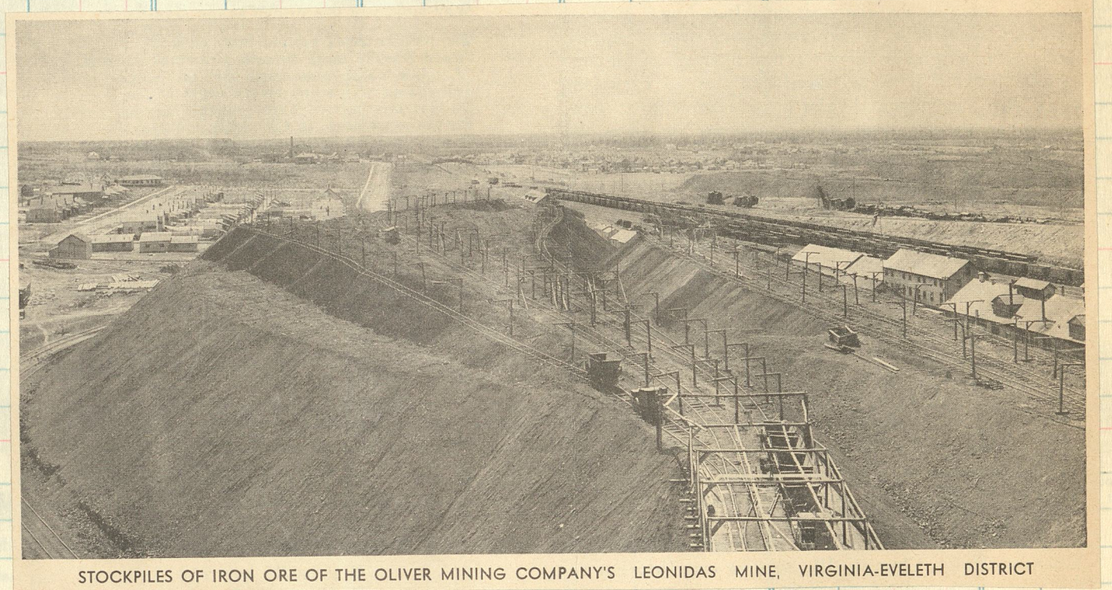
Clos. No.	Sold	Amount	Clos

Sold	Amount

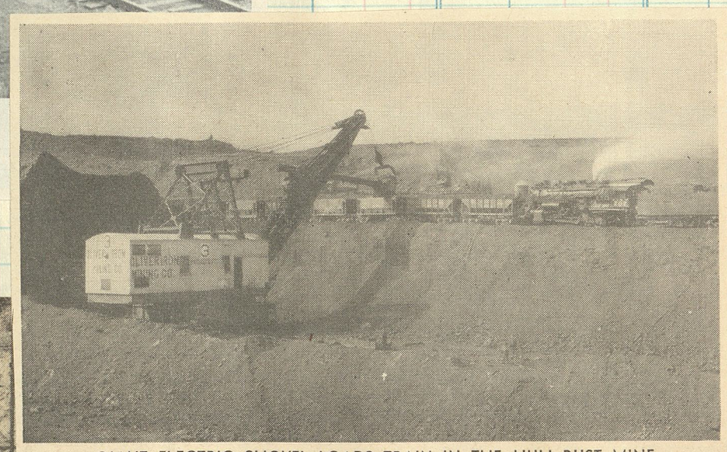




↗Minnesota's Mesabi Range, northwest of Duluth, is the nation's greatest iron-mining area. Here giant shovels dig the ore out of the earth and load it into dump cars for the trip to the dock. This Oliver Iron Mining Company 2-8-0, No. 610, is drifting off the loading incline at Virginia.

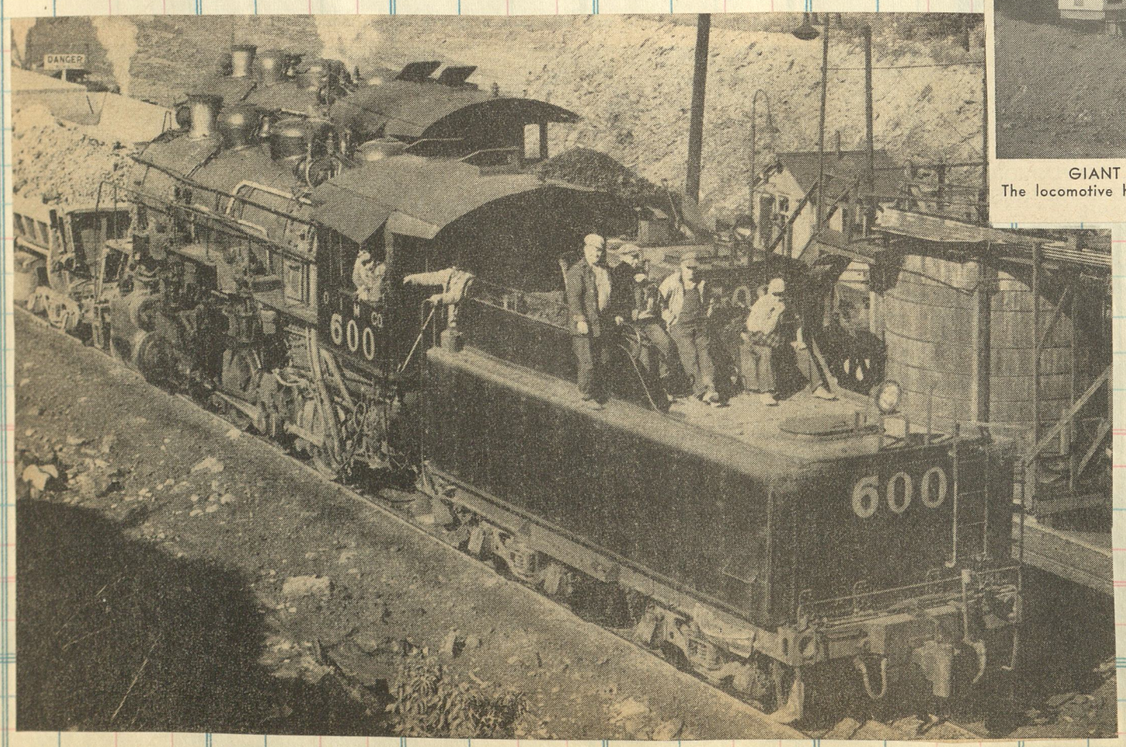


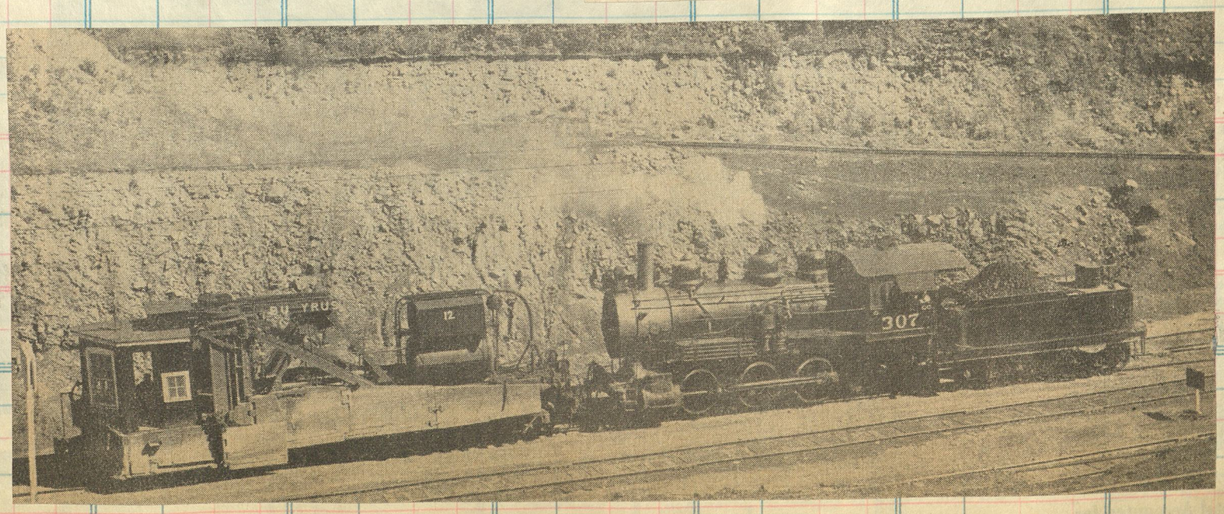
STOCKPILES OF IRON ORE OF THE OLIVER MINING COMPANY'S LEONIDAS MINE, VIRGINIA-EVELETH DISTRICT



GIANT ELECTRIC SHOVEL LOADS TRAIN IN THE HULL-RUST MINE
The locomotive has a tractive effort of 14,000 lbs. and the bottom-dump-type cars have a capacity of 100,000 lbs.

A MAN-MADE GRAND CANYON
The Spruce Mine of the Oliver Iron Mining Company at Eveleth, Minn.





92

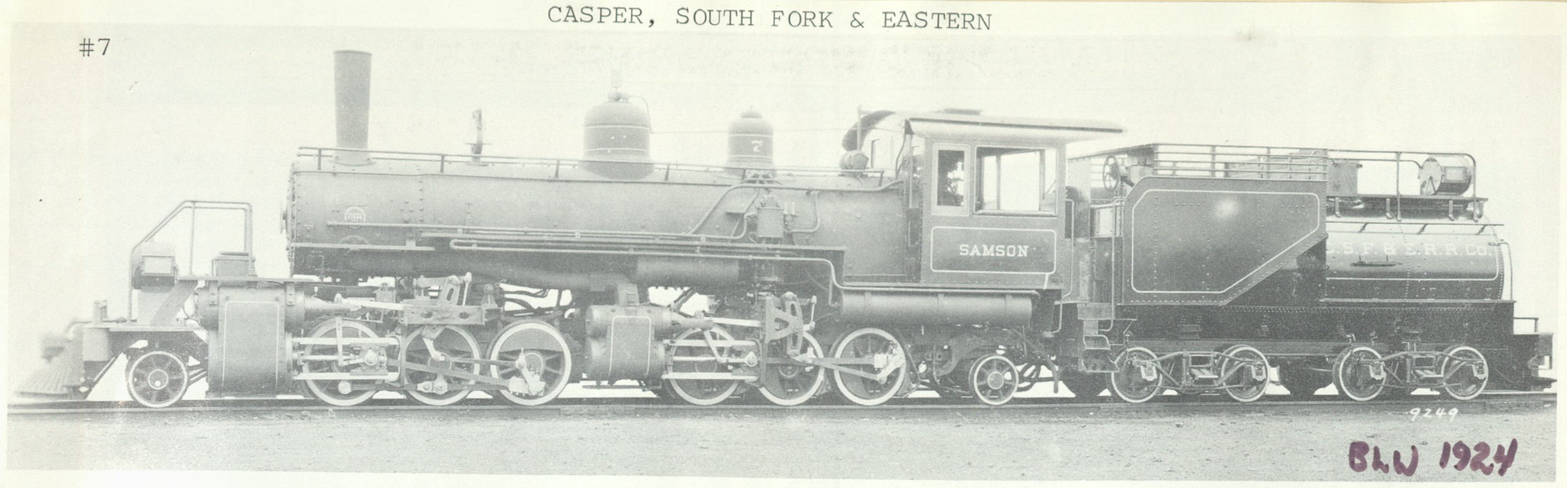
SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.

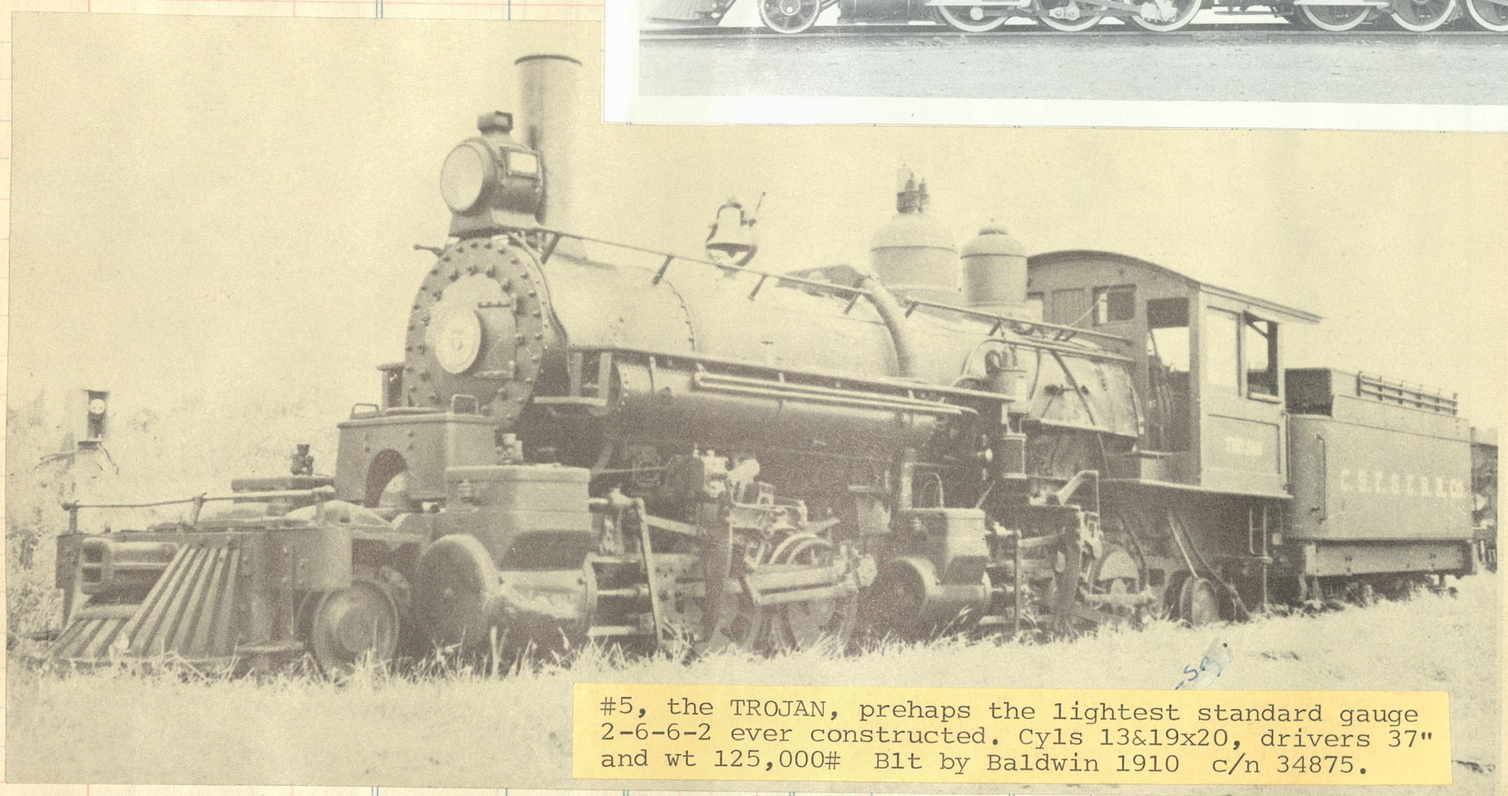
Amount	Clos. No.	Sold	Amount

CASPER, SOUTH FORK & EASTERN

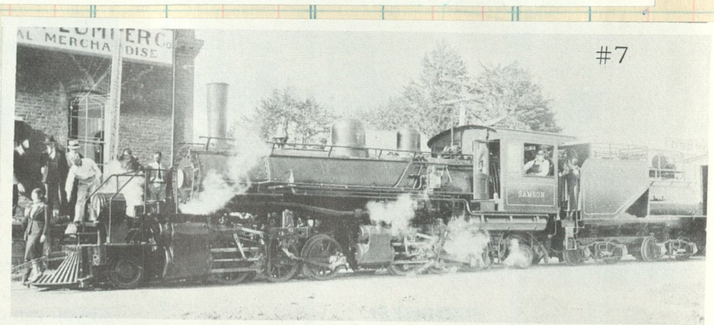
#7



BLW 1924



#5, the TROJAN, prehaps the lightest standard gauge 2-6-6-2 ever constructed. Cyls 13&19x20, drivers 37" and wt 125,000# Blt by Baldwin 1910 c/n 34875.



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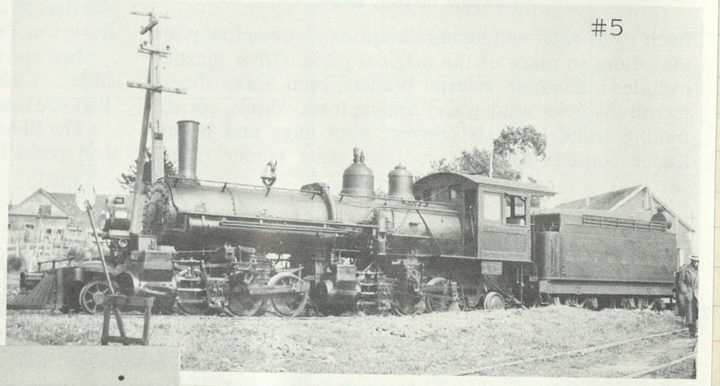
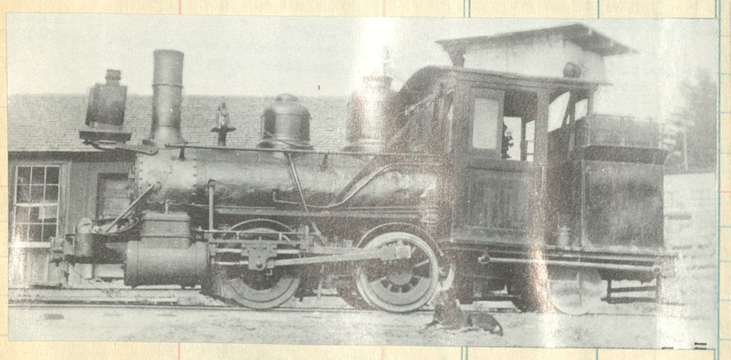
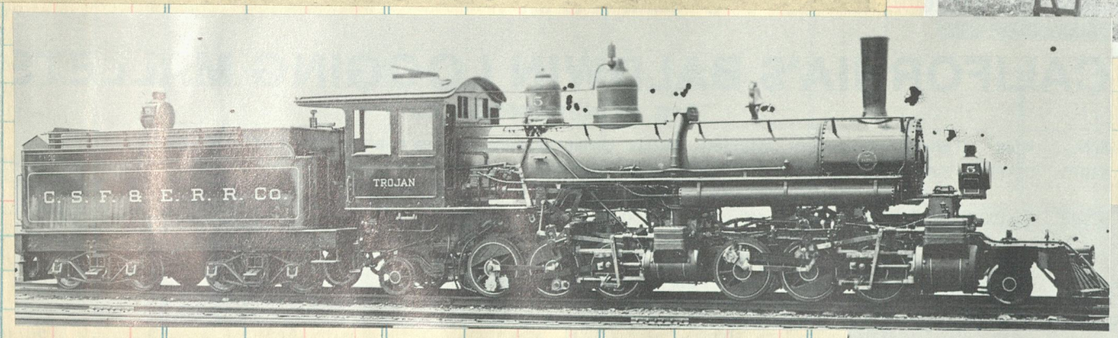
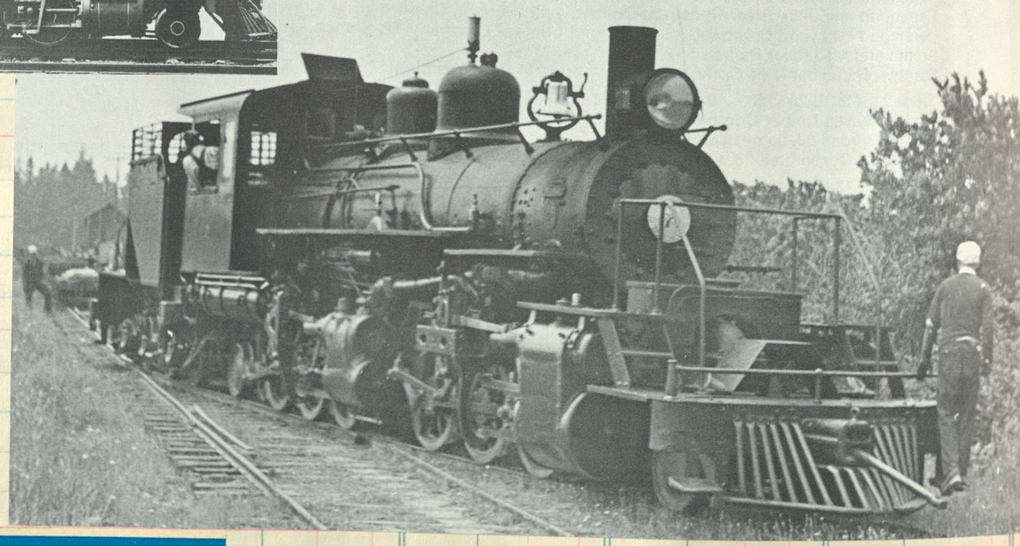


#5



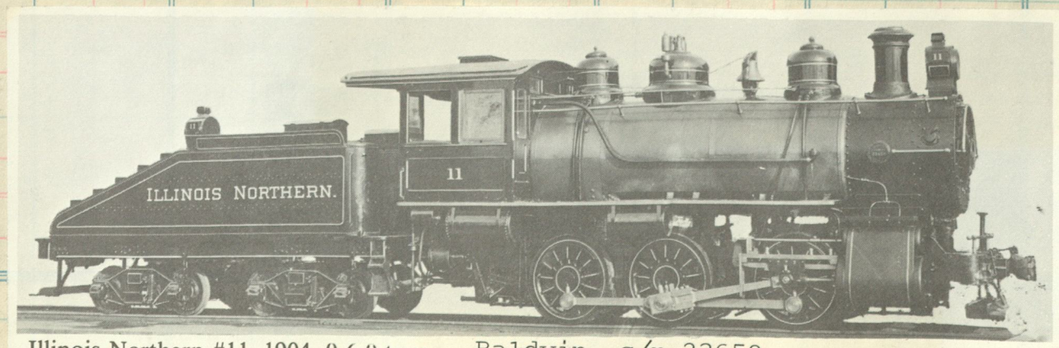


The SAMSON at work



ILLINOIS NORTHERN RAILWAY.

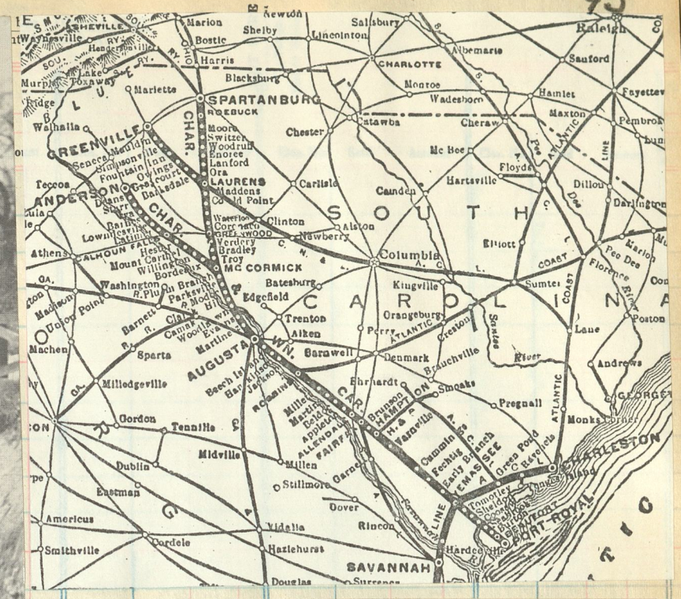
To Promote Interest in the Sale of U. S. War Savings Bonds, the Illinois Northern Has Stenciled "Buy-Buy-Bonds—Bye-Bye-Japs," on Both Sides of All of Its Locomotive Tenders, As Shown in the Above Illustration



Illinois Northern #11, 1904, 0-6-0 type. Baldwin c/n 23650

Clos. No.	Sold	Amount	Clos. No.

CHARLESTON & WESTERN CAROLINA RAILWAY

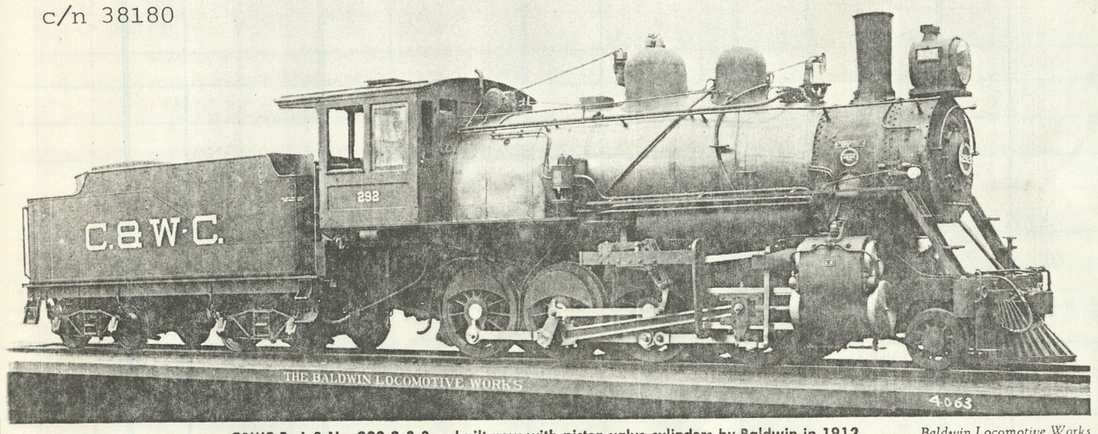


THE little lawnmower 2-8-0's and Russian Decapods of the Charleston* & Western Carolina, plus its 341 miles of weed-lined main lines and branches, tend to obscure the road's importance to its parent, the Atlantic Coast Line. The big reason why ACL once tried to completely take over the C&WC is the latter's main stem from Spartanburg to Yemassee, S.C., a line that carries the coal tonnage of the Clinchfield (another ACL road) down to the double track north-south route of the Coast Line. The proposal, which finally wound up in the Supreme Court, was lost because several short lines raised too loud a rate-making protest. Except for its tariffs and name, however, C&WC is very much a part of the Coast Line and even takes orders from the same president.

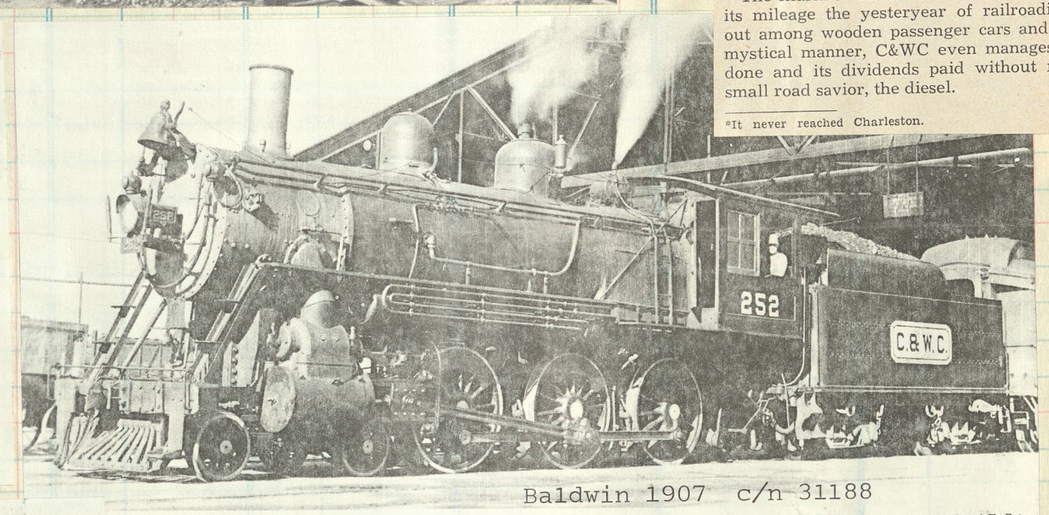
The charm of the C&WC in 1949 lies in its obsolescence; along its mileage the yesteryear of railroading is still being lived out among wooden passenger cars and quiet backshops. In a mystical manner, C&WC even manages to get its day's work done and its dividends paid without resort to that colorless small road savior, the diesel.

*It never reached Charleston.

c/n 38180



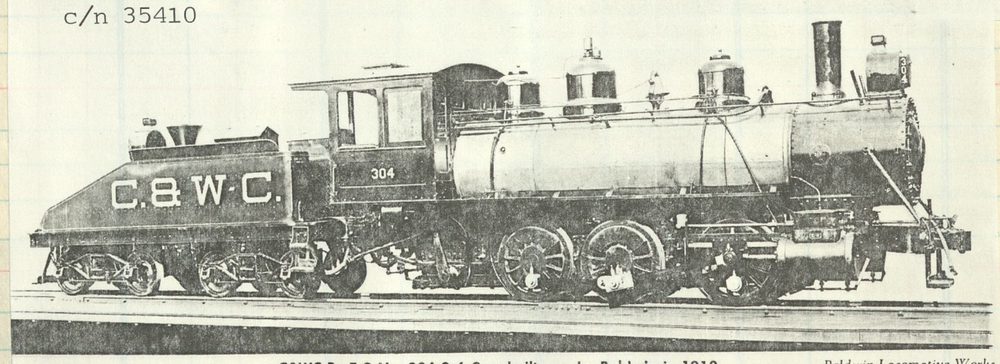
C&WC Ry L-3 No. 292 2-8-0 as built new with piston valve cylinders by Baldwin in 1912. *Baldwin Locomotive Works*



Baldwin 1907 c/n 31188

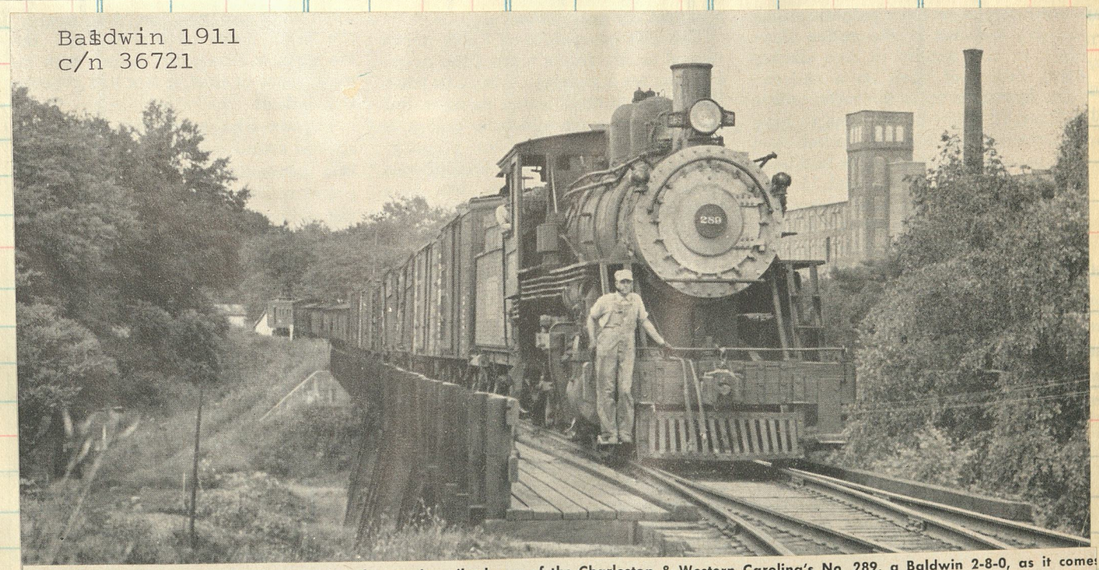
C&WC Ry K-5 No. 252 4-6-0 superheated with Modern steam chest at Augusta in 1948. *Richard E. Prince*

c/n 35410



C&WC Ry E-9 No. 304 0-6-0 as built new by Baldwin in 1910. *Baldwin Locomotive Works*

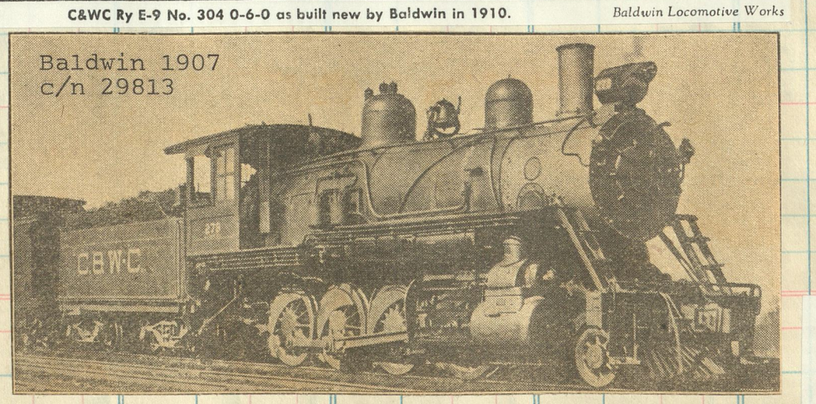
Baldwin 1911
c/n 36721

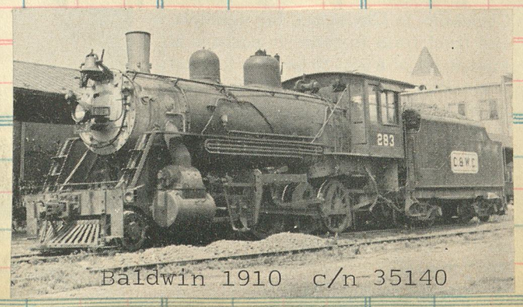


A pipe-smoking brakeman leans back against the wooden pilot beam of the Charleston & Western Carolina's No. 289, a Baldwin 2-8-0, as it comes across a trestle into Laurens, S. C., on its way from Spartanburg, S. C., to Augusta, Ga. A textile mill's brick tower stands to the rear right

Tank at Anderson

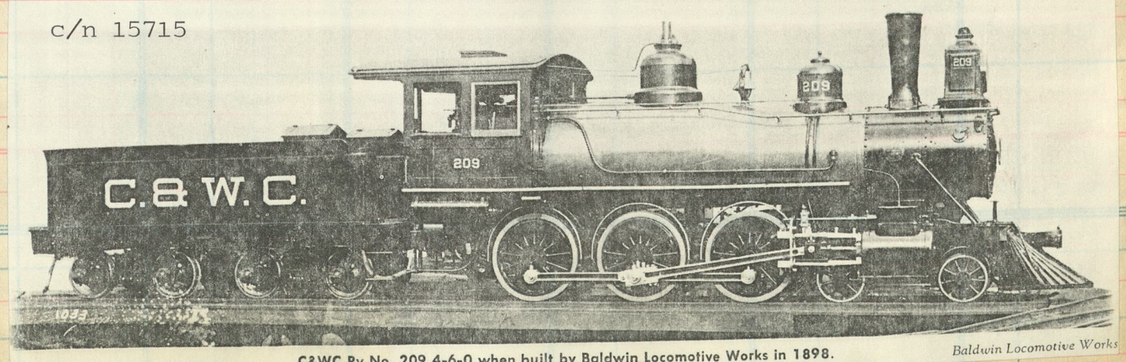
Baldwin 1907
c/n 29813





Baldwin 1910 c/n 35140

c/n 15715



C&WC Ry No. 209 4-6-0 when built by Baldwin Locomotive Works in 1898. *Baldwin Locomotive Works*

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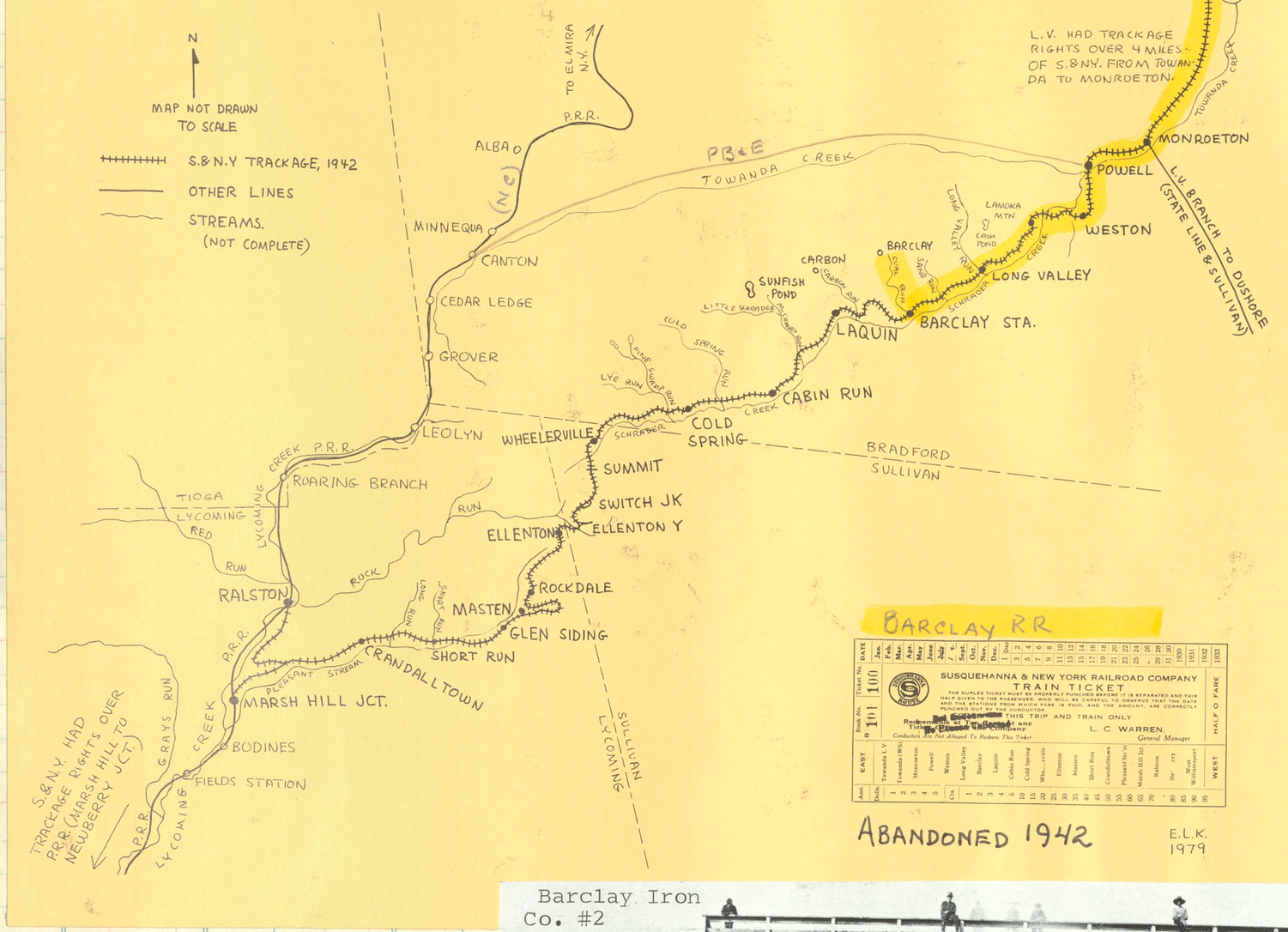
SUSQUEHANNA AND NEW YORK RAILROAD

THE SUSQUEHANNA & NEW YORK RAILROAD

BUILT 1902-3 - ABANDONED 1942



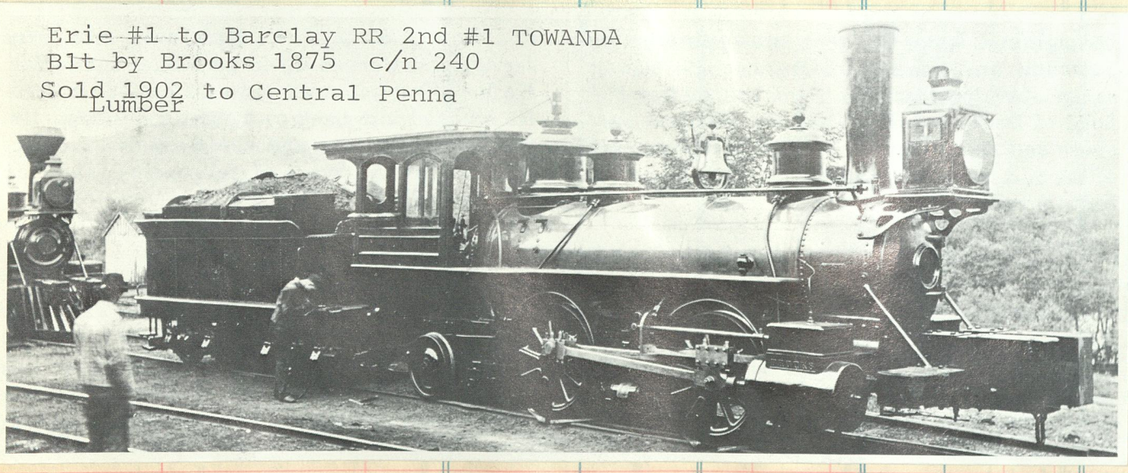
BARCLAY RR

SUSQUEHANNA & NEW YORK RAILROAD COMPANY
TRAIN TICKET
THE DUPLEX TICKET MUST BE PROPERLY PUNCHED BEFORE IT IS SEPARATED AND THIS HALF GIVEN TO THE PASENGER, WHO WILL BE CAREFUL TO OBSERVE THAT THE DATE AND THE STATIONS FROM WHICH FARE IS PAID, AND THE AMOUNT, ARE CORRECTLY PUNCHED OUT BY THE CONDUCTOR.
Book No. B 101 Ticket No. 100
DATE Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec. 1930 1931 1932 1933
Good for THIS TRIP AND TRAIN ONLY.
Redeemable at any Ticket Office of the Company
L. C. WARREN, General Manager
Conductors Are Not Allowed To Redeem This Ticket
EAST: Towanda L.V. / Towanda (WS) / Monroeton / Powell / Weston
WEST: Long Valley / Barclay / Laquin / Cabin Run / Cold Spring / Whe...rville / Ellenton / Masten / Short Run / Crandalltown / Pleasant Str... / Marsh Hill Jct. / Rahlon / Nr. ... / West Williamsport
Amt. Dolls. 1 2 3 4 5 Cts. 1 2 3 4 5 10 15 20 25 30 35 40 45 50 55 60 65 70 80 85 90 95
HALF O FARE

ABANDONED 1942

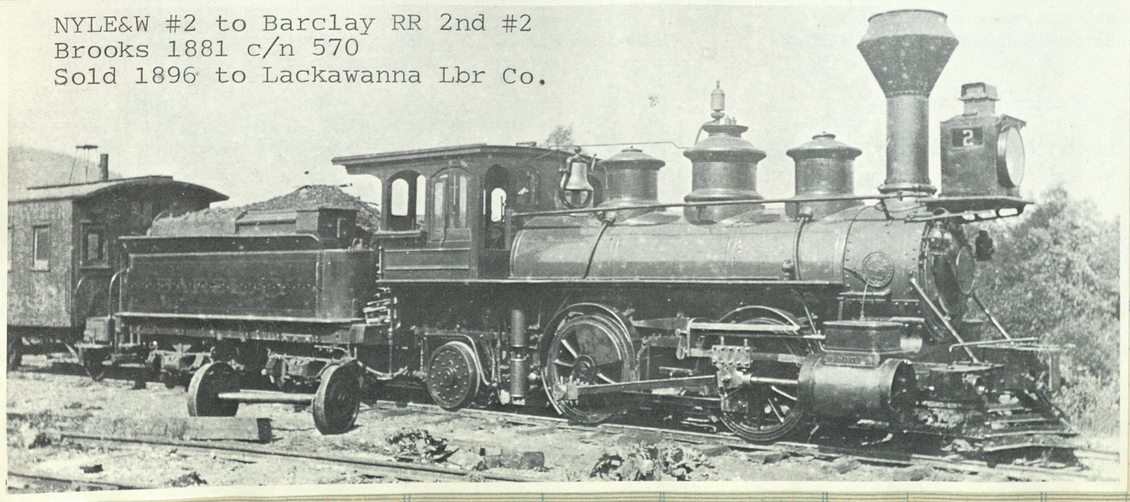
E.L.K. 1979

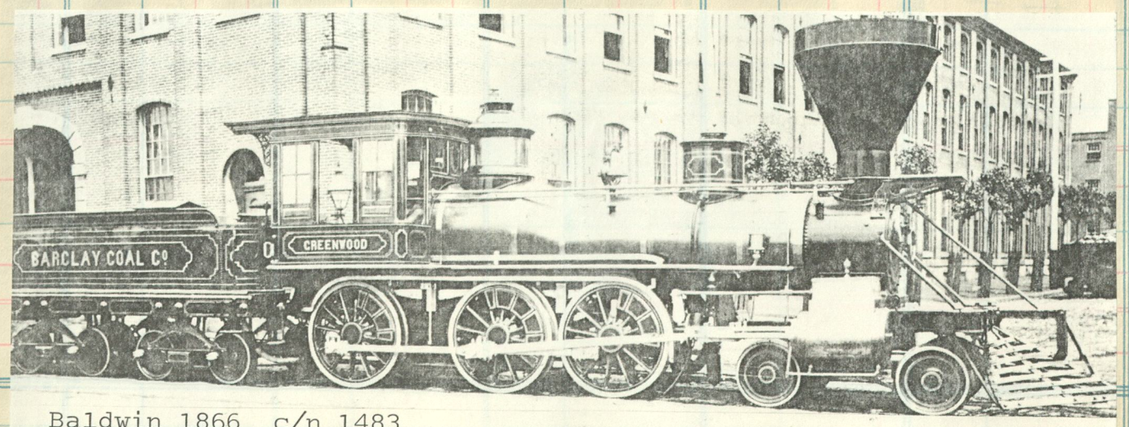
Erie #1 to Barclay RR 2nd #1 TOWANDA
Blt by Brooks 1875 c/n 240
Sold 1902 to Central Penna Lumber



Barclay Iron Co. #2
"Philadelphia"
Baldwin 1857
c/n 749

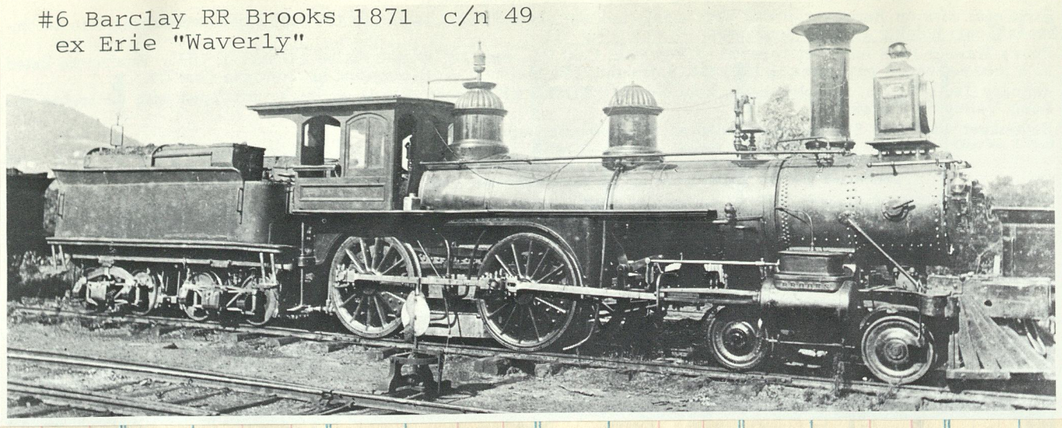
NYLE&W #2 to Barclay RR 2nd #2
Brooks 1881 c/n 570
Sold 1896 to Lackawanna Lbr Co.





Baldwin 1866 c/n 1483

#6 Barclay RR Brooks 1871 c/n 49
ex Erie "Waverly"



The WAVERLY was the first engine to be ordered by the Erie when changed over to standard gauge.

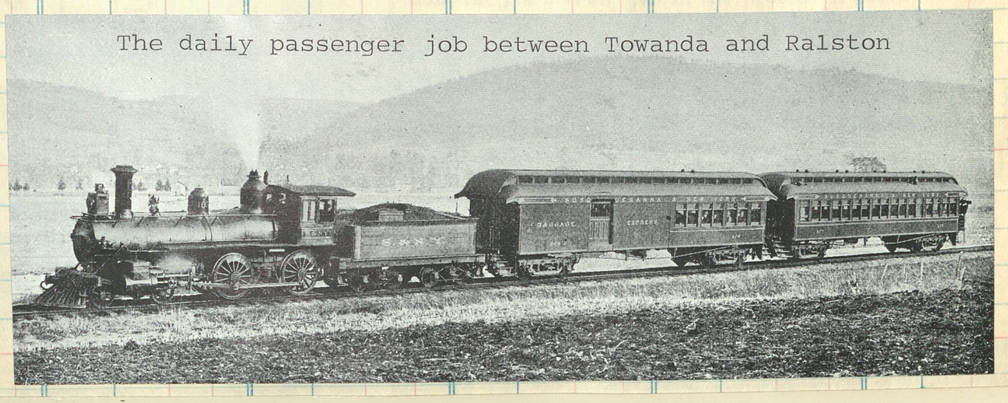
"High Bridge" was the scene of a bad wreck on July 1, 1904 when a run-away string of log cars, including a log loader, wrecked the overhead structure. Engine 108, in its attempt to halt the run-away train, was unable to stop in time when engineer Lake noticed the bridge was gone. (Photo Fred Hall

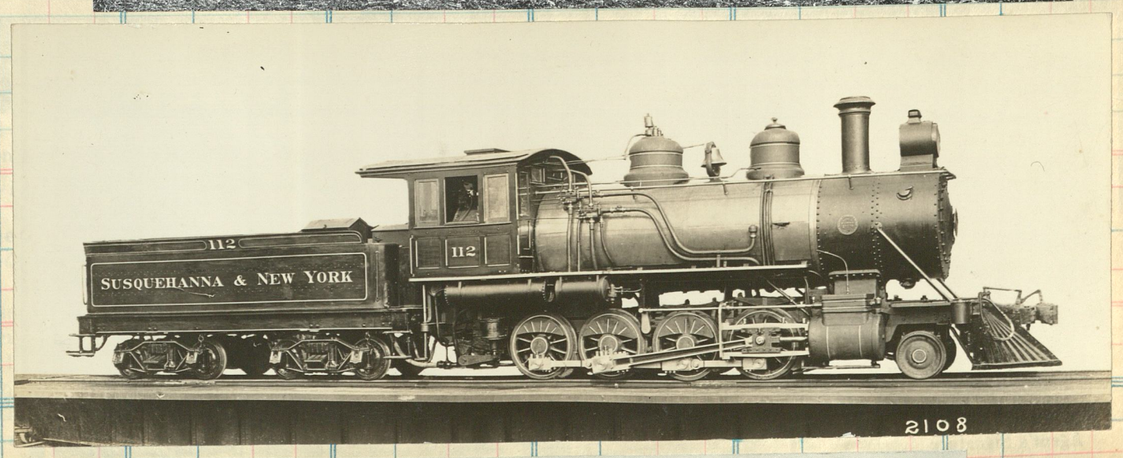
along Schrader Creek

Eng 106, a 4-4-0, with an inspection party train makes a stop in Crary's Cut south of Ralston

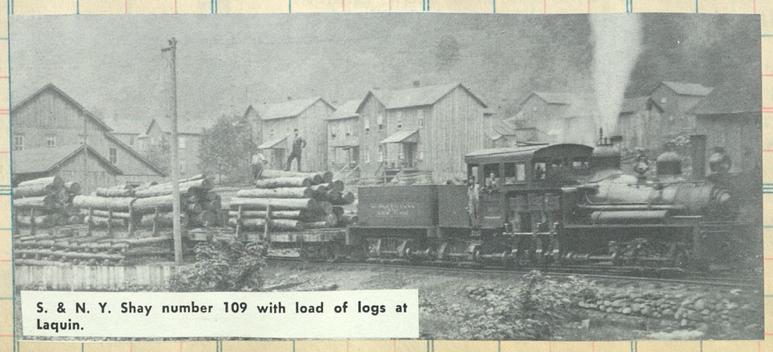
S. & N. Y.'s Cold Spring station shortly after the road went through. Man in doorway is Harry C. Kaseman, operator. This log-constructed building was rebuilt in later years and served as a cabin, enjoyed by railroad officers. (Photo by E. W. Kaseman)

The daily passenger job between Towanda and Ralston



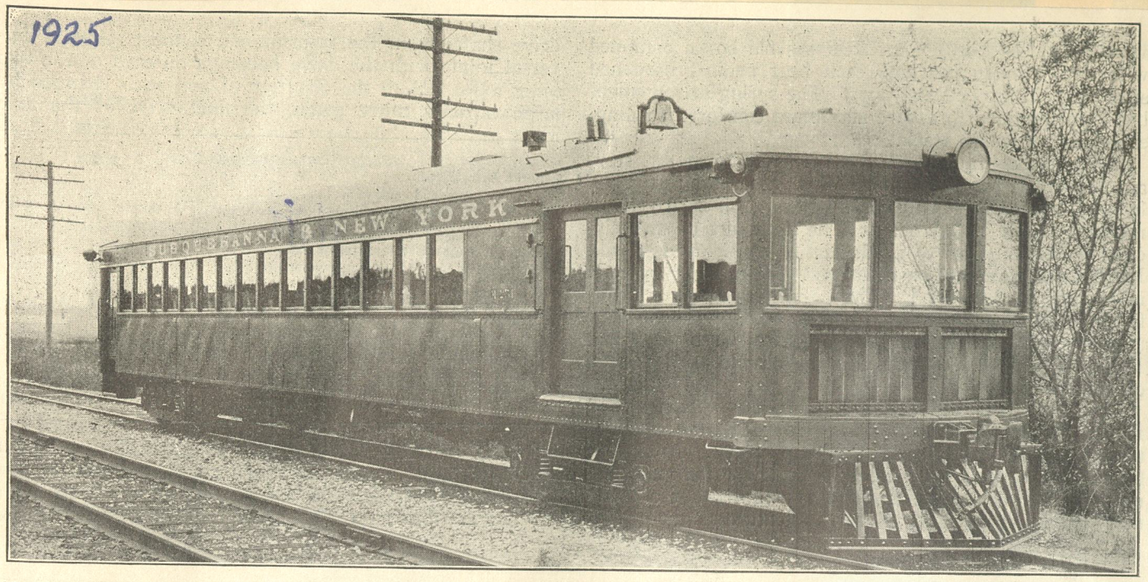


Consolidation #112 was delivered by Baldwin in 1906 c/n 27270. In 1913 sold to Central Penna Lbr #69

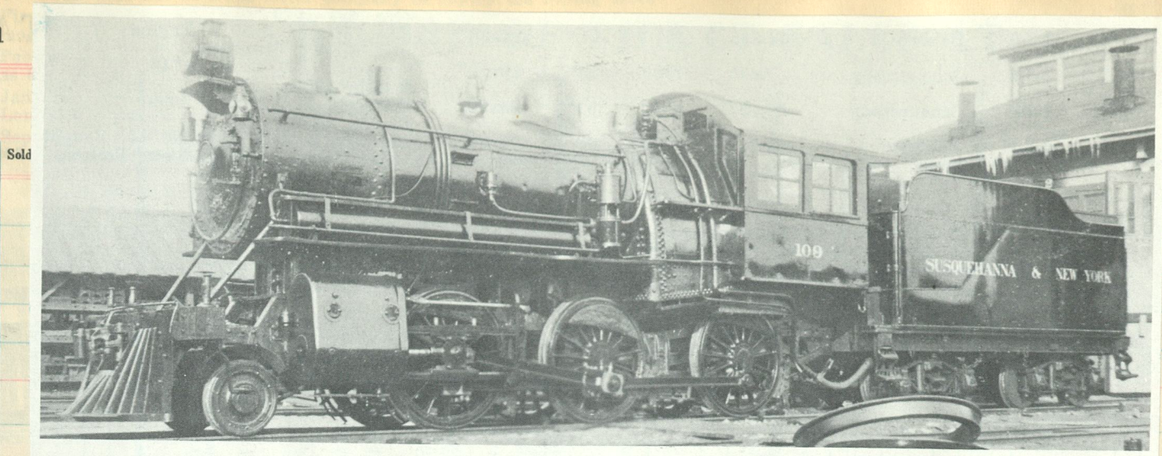


S. & N. Y. Shay number 109 with load of logs at Laquin.

1925

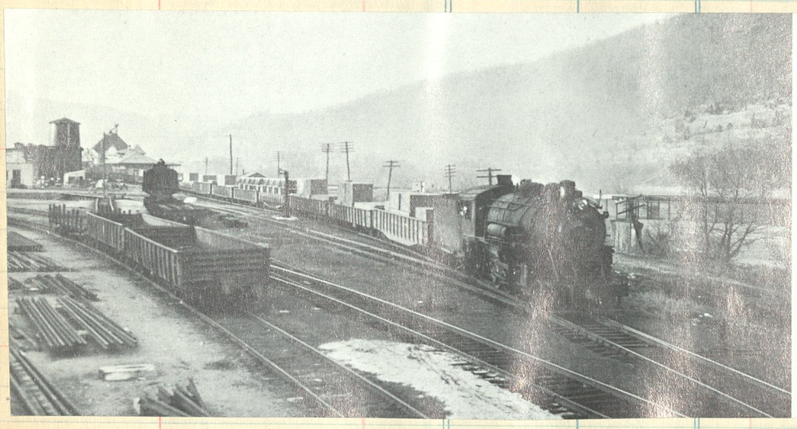


Mechanically-Driven Rail Car Built for the Susquehanna & New York by Smalley Rail Car Company, Davenport, Iowa

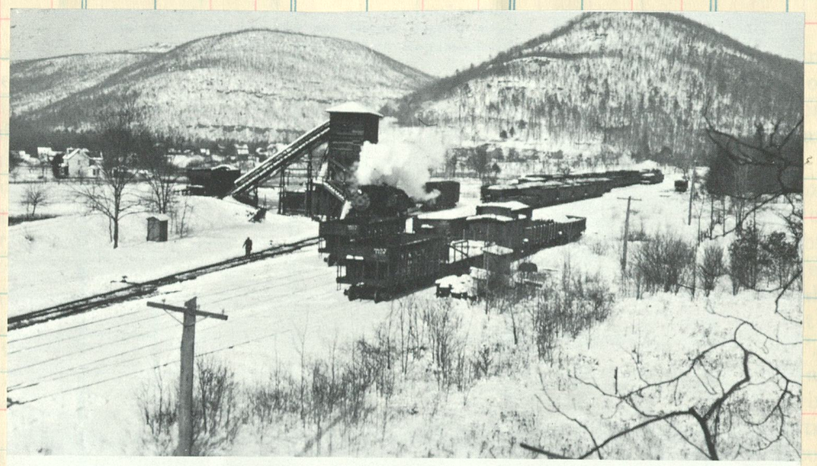


S. & N. Y.'s first number 109 was built for the N. Y. C. as a 2-6-6TB by American-Schenectady in 1902. It was converted to a 2-6-0 tender engine in 1904 and acquired by the S. & N. Y. in 1912. (Photo Thomas

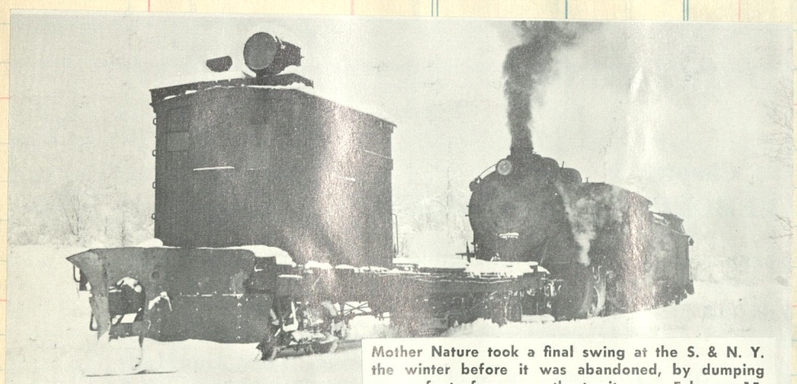
Sold | Clos. No. | Sold | Amount



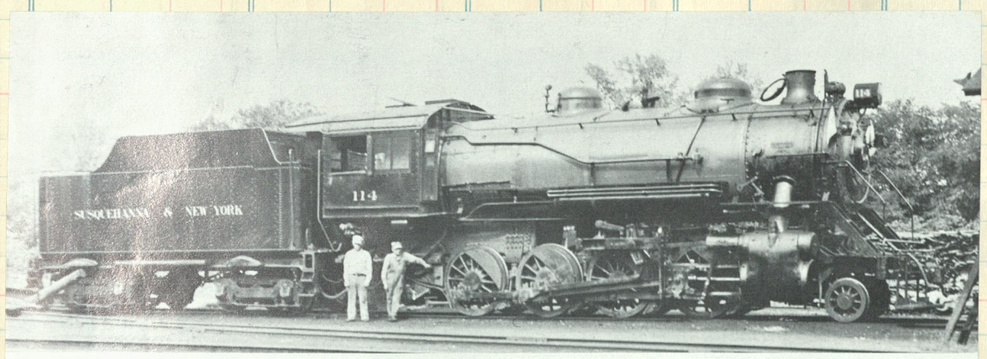
S. & N. Y.'s engine 115 making up a train at interchange with Lehigh Valley at Towanda. L. V.'s Susquehanna River bridge is at right and their coaling tipple is barely visible in background on left. (Photo S. A. VanGorder)



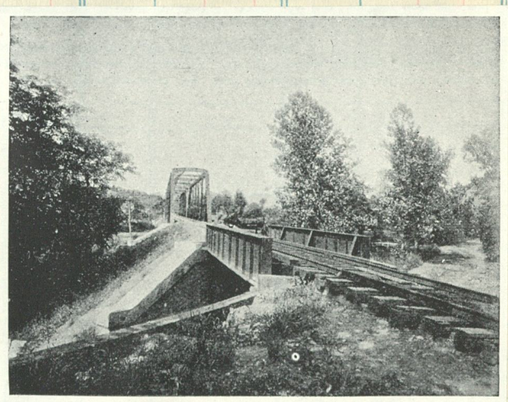
The garden at Marsh Hill



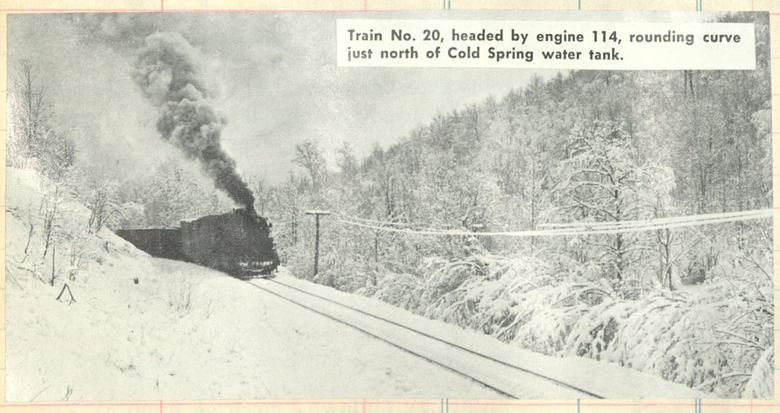
Mother Nature took a final swing at the S. & N. Y. the winter before it was abandoned, by dumping over a foot of snow on the territory on February 15, 1942. Shown is engine 116 and work train just south of Barclay Station.



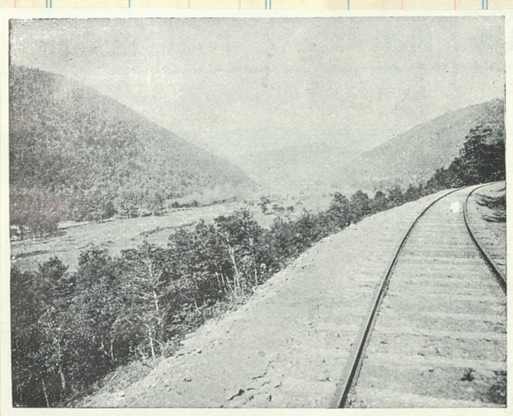
Standing beside the 114, left to right, are H. J. Benjamin and C. L. Green, firemen. Engine 114 was bought new from Baldwin in 1907 and later Baldwin rebuilt her. The L. V. tender was added in the late 30's by the S. & N. Y. (Photo S. A. VanGorder)



Bridges at Masontown across Towanda Creek

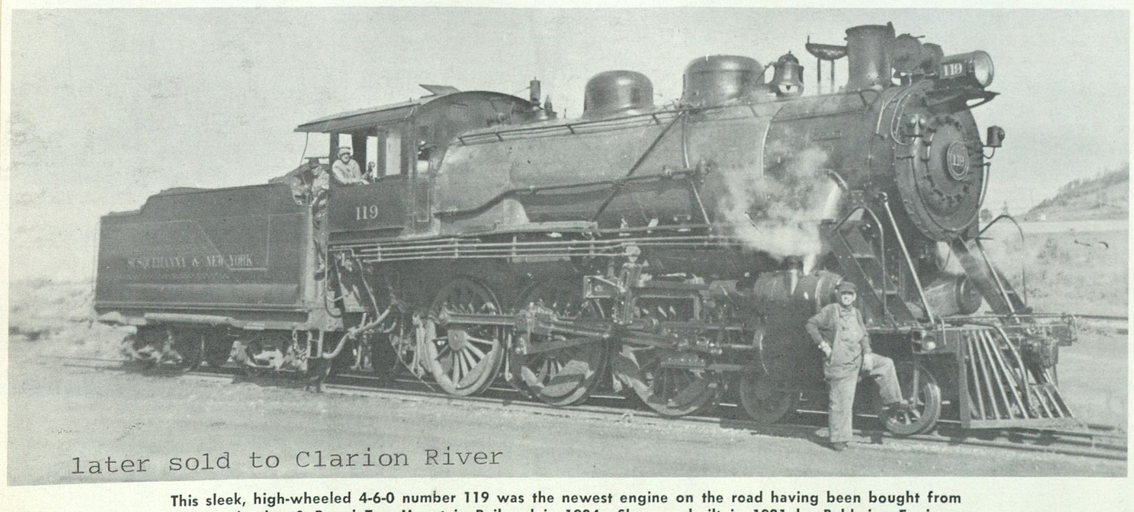


Train No. 20, headed by engine 114, rounding curve just north of Cold Spring water tank.



Lycoming Creek Valley below Ralston

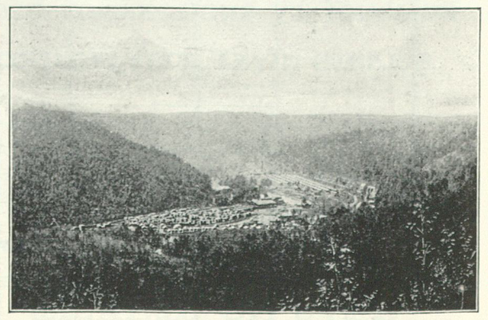
A solid trainload of Oakland automobiles for C. A. Golden, Reading, Pa., being hauled by S. & N. Y.'s 116, March 25, 1926, in Newberry. (Bradley-Hahn Collection photo)



later sold to Clarion River

This sleek, high-wheeled 4-6-0 number 119 was the newest engine on the road having been bought from the Huntingdon & Broad Top Mountain Railroad in 1934. She was built in 1921 by Baldwin. Engineer Eli Chilson is in cab window and fireman Harry Baker in gangway while brakeman John VanGorder stands near pilot. (Photo S. A. VanGorder)

The snowplow crew didn't have much time to admire the "Winter Wonderland" as stops had to be made to repair telephone lines too. Here Johnnie McGrath works on pole near Cold Spring as Bill Heskell and Raymond Howe look on.

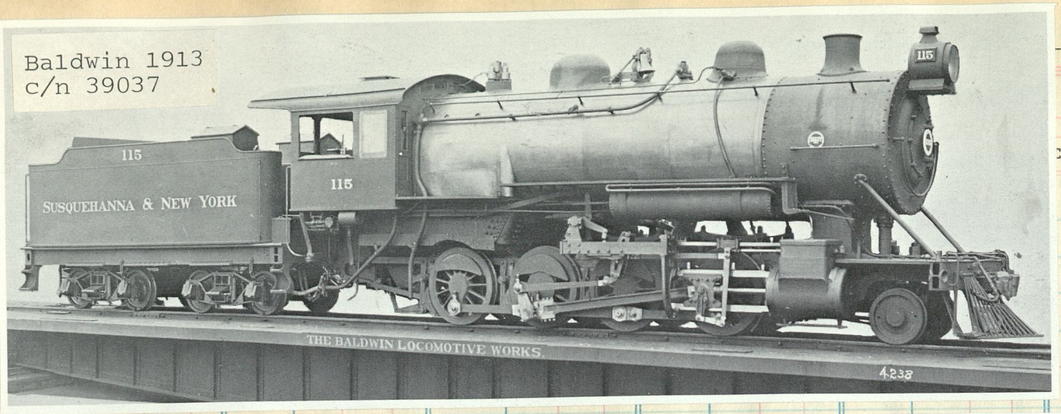


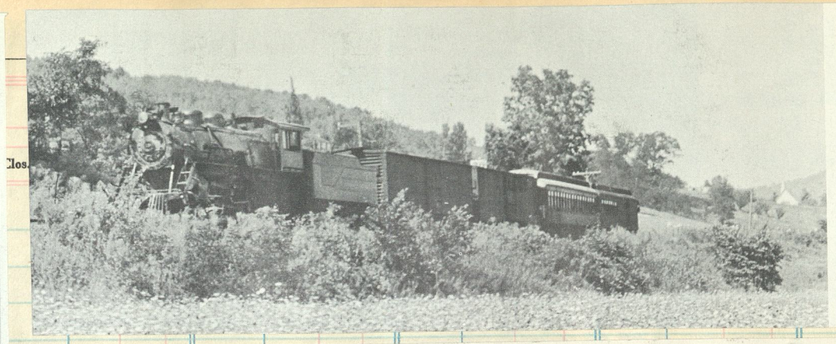
Back to the "Tall Timbers" Laquin, Pa.

Clos. No. | Sold | Amou

Clos. | Amount

Baldwin 1913
c/n 39037





On a summer day in 1940 number 6 (headed by engine 119) ambles along countryside near Towanda heading for West Williamsport. (Photo by Fred Hall)

Baldwin 1917
c/n 44835

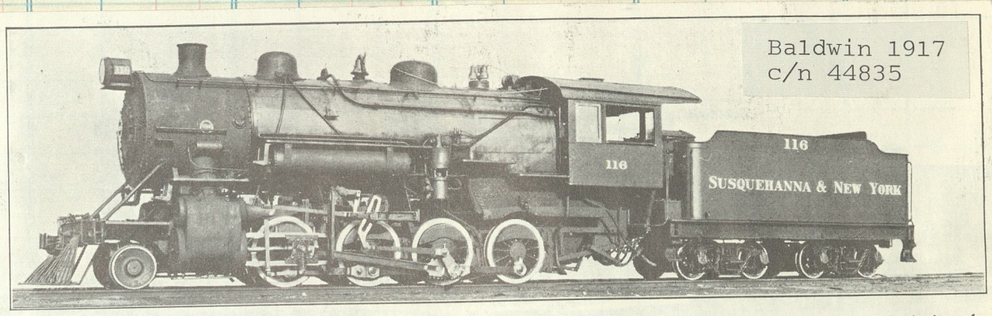
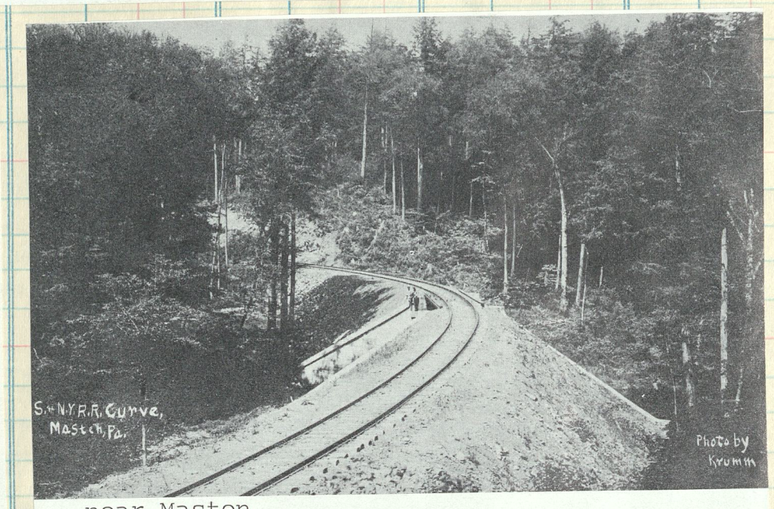


Fig. 73—Consolidation (2-8-0) Locomotive for Freight Service. Built for Susquehanna & New York by the Baldwin Locomotive Works.

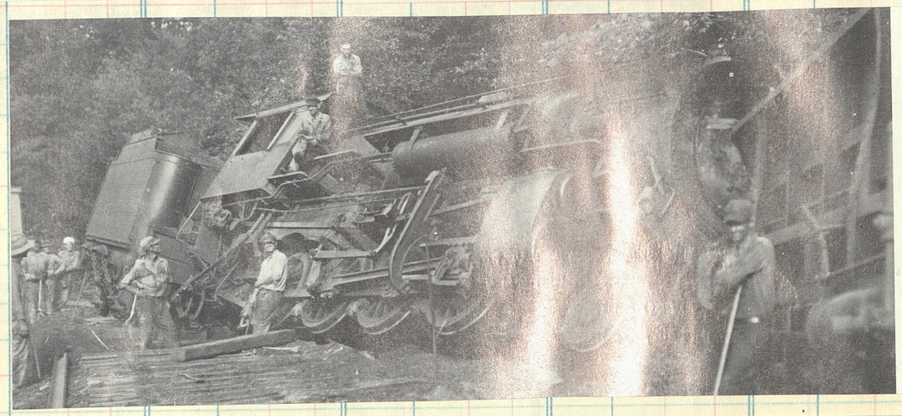
Gage	4 ft. 8½ in.	Heating Surface, Tubes	2,504 sq. ft.
Cylinders	23 in. x 28 in.	Heating Surface, Firebox	222 sq. ft.
Steam Pressure	185 lbs.	Heating Surface, Total	2,726 sq. ft.
Diam. of Drivers	51 in.	Heating Surface, Superheater	626 sq. ft.
Tractive Effort	45,500 lbs.	Grate Area	49.5 sq. ft.
Rigid Wheel Base	15 ft. 8 in.	Weight on Drivers	195,400 lbs.
Driving Wheel Base	15 ft. 8 in.	Weight, Total	212,900 lbs.
Total Wheel Base	24 ft. 4 in.	Fuel	Soft coal

Sold in 1942 to Meridian & Bigbee River as their #116, was retired in 1952. Now on static display in Highland Park, Meridian, Miss.

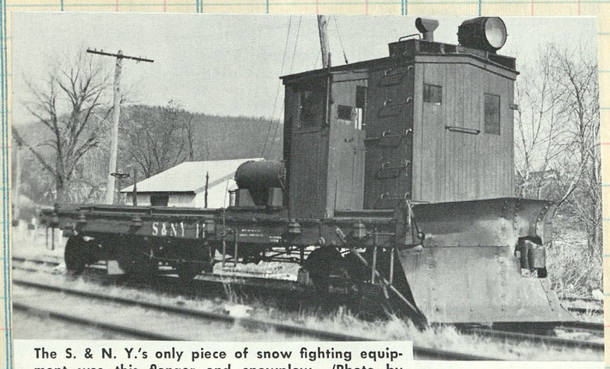
Winter scene on a curve near the Ellenton station. The evergreen trees lining the track were a result of a tree planting project by the railroad in the 1920s. The idea was to create a windbreak to lessen snow drifting problems. These trees are still visible in certain areas along the abandoned roadbed today. (Photo S. A. VanGorder)



near Masten

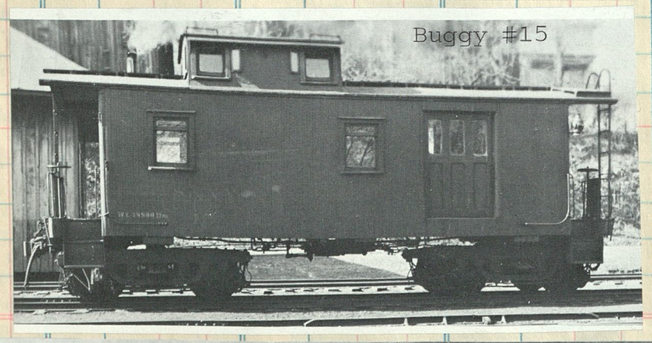


This derailment occurred at mile post 13, August 26, 1931. The 116 was pushing a boxcar ahead of the pilot, the boxcar climbed the rails and the 116 followed.



The S. & N. Y.'s only piece of snow fighting equipment was this flanger and snowplow. (Photo by

Buggy #15



Drifting near M P 25

Entering Ralston Branch.

In the days of Susquehanna & New York's predecessor, the Barclay Railroad, coal traffic originating on the line comprised most of the tonnage. During the present century most of the mines have been worked to their economic limit, and the last few years have seen only enough coal mined along the line to fuel S&NY's handful of locomotives. These mines, nothing more than holes in the side of the mountain, were nevertheless responsible for keeping the Ralston Branch in operation. Shown in the above photo is Consolidation 115, with an empty S&NY hopper, entering the Ralston Branch at the nameless junction a mile or so northeast of Marsh Hill. Notice the opposing grades of the branch and main line.

98

SELLER
DATE
FORM | DESTINATION | Amt.

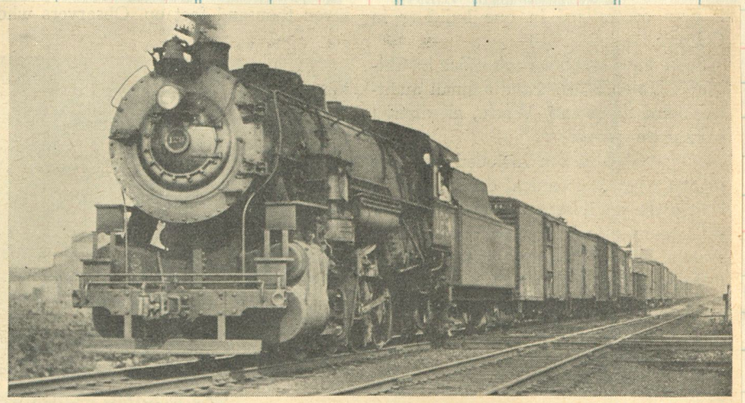
Sold	Amount	Clos. No.	Sold	Amount

THE BELT RAILWAY COMPANY OF CHICAGO

The Rossiter lens spotted a rarity at Clearing, Ill. in June, 1949. With a roster dominated by 0-6-0 and 0-8-0 switchers, The Belt Railway of Chicago operated just two classes of Santa Fe type transfer engines, including low-drivered, tidy Engine 2.

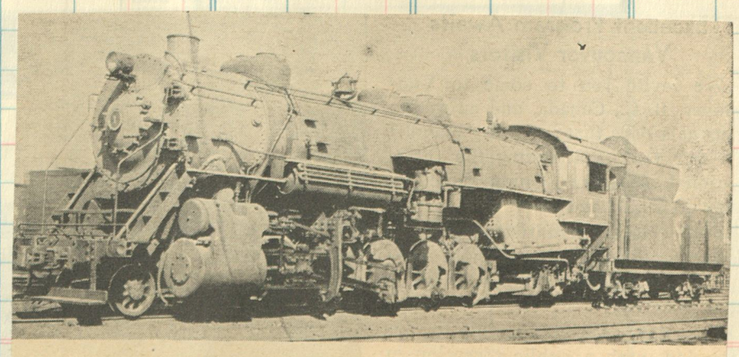
#1 c/n 47688 and
#2 c/n 47740 blt
by Baldwin in 1918
as Chicago & West-
ern Indiana 1 & 2

A 2-10-2 works a transfer run out of Clearing Yard



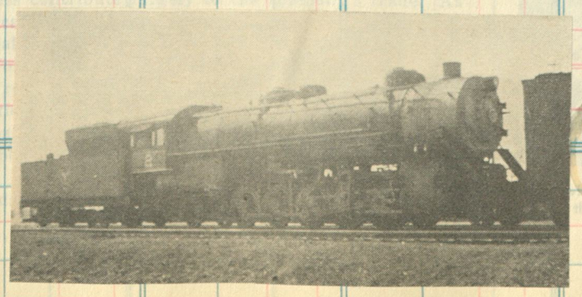
Allston Railroad Photographs

HEADING FOR CLEARING YARDS



Railroadians of Americ

LOCOMOTIVE 1 OF BELT RAILWAY OF CHICAGO
On the outbound track the locomotive stood when photographed, ready to go to the hump



Clos. No. | Sold | Amount

c/n 60663
1928

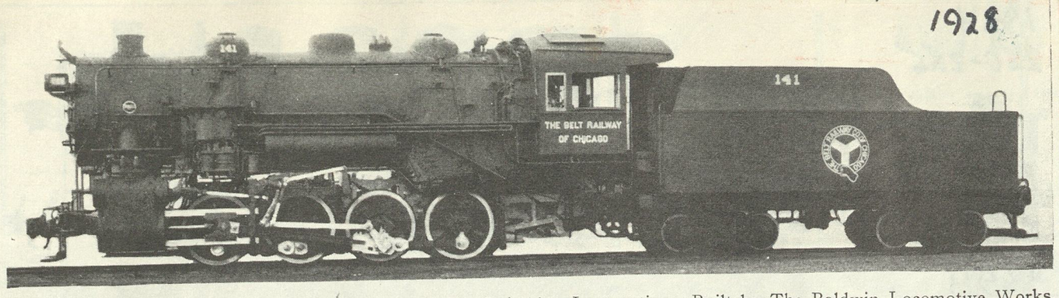
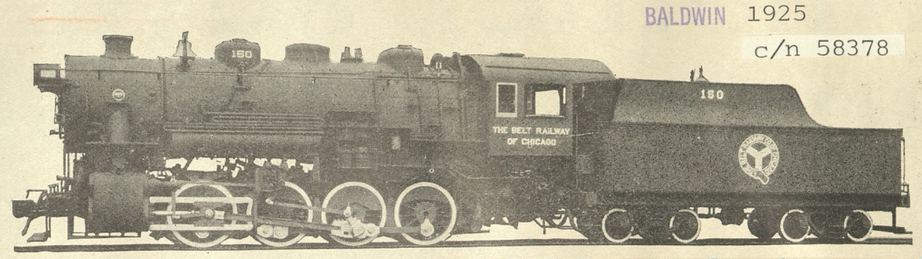


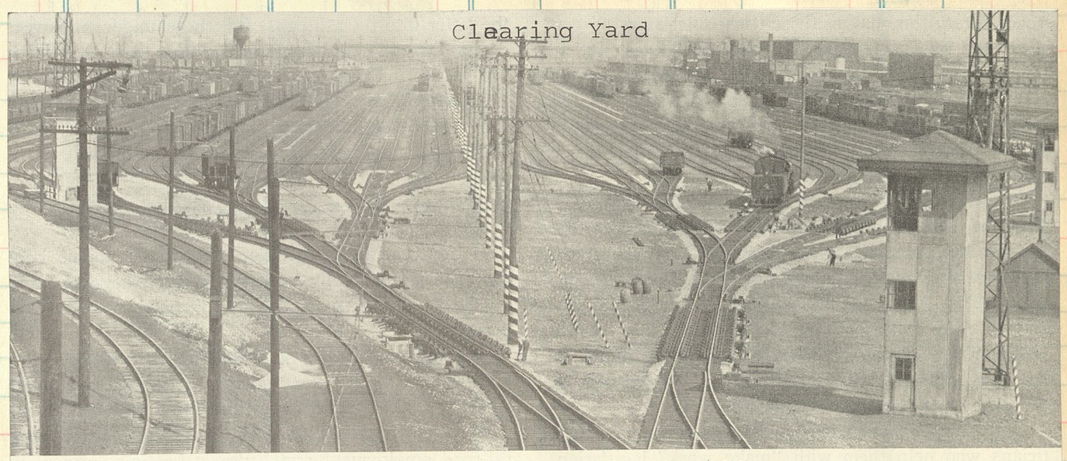
Fig. 32—Belt Railway of Chicago 0-8-0 (Eight-Wheel) Switching Locomotive. Built by The Baldwin Locomotive Works.

Cylinders, diameters and stroke	27 in. x 30 in.	Fuel	Soft coal
Tractive force	63,600 lb.	Grate area	66.8 sq. ft.
Cylinder horsepower (Cole)	2,558 hp.	Steam pressure	195 lb.
Drivers, diameter	57 in.	Evaporative heating surface	3,001 sq. ft.
Weight on drivers	259,000 lb.	Superheating surface	680 sq. ft.
Driving wheel base	16 ft. 0 in.	Tender capacity	8,000 gal., 14½ tons

BALDWIN 1925
c/n 58378

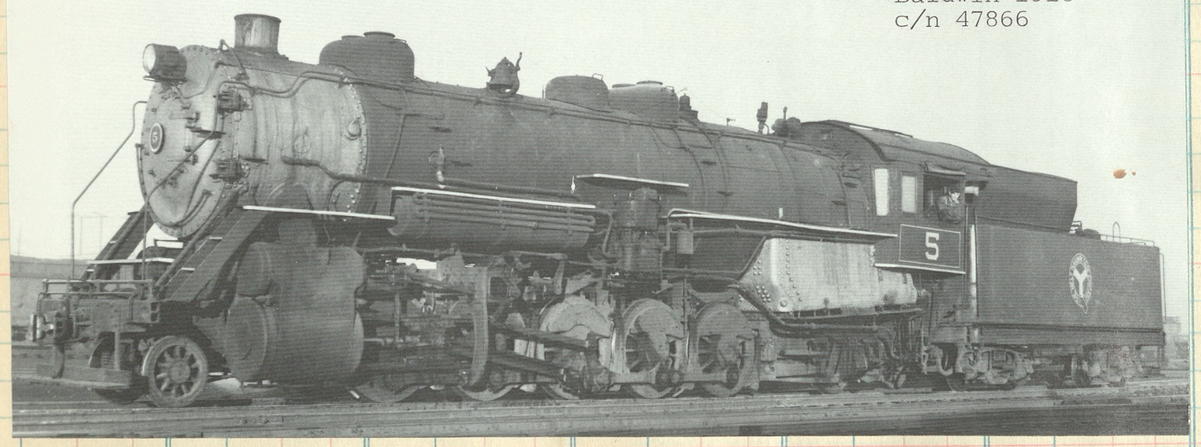


Clearing Yard



General View Looking East Through the Classification Track of the Eastbound Yard 1938

Baldwin 1918
c/n 47866



129-133
Baldwin 1928
c/n 59688

100

New

...LES AT

SELLER

DATE

FORM

Sold

DARDANELLE & RUSSELLVILLE RAILROAD.

J. G. PUTERBAUGH, Chairman of the Board, McAlester, Okla.
JNO. W. WHITE, President, Russellville, Ark.
A. P. RUDOWSKY, Asst. to Prest. and Traf. Mgr., Dardanelle, Ark.
C. E. HALL, Secretary-Treasurer and General Manager, "
J. D. RILEY, Auditor, "
General Offices—Dardanelle, Ark.

3	1	5	7	Mls	*May*, 1920.	4	2	6	8
P M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M
†5 16	*11 03	†7 35	a6 35	0	.....Russellville[1].....⊙	6 30	10 20	4 15	5 10
5 22	11 09	7 42	6 42	1.2	.....Oakland Heights.....	6 25	10 15	4 08	5 04
5 27	11 13	7 47	6 45	2.6	.....Bernice.....⊙	6 21	10 11	4 03	5 00
....	....	....	6 50	3.3	.....Bernice Shaft.....⊙	....	....	....	a4 45
5 35	11 20	7 55	A M	4.8	..... North Dardanelle ...⊙	6 14	10 05	3 55	P M
– –	– –	– –	....	....	Dar. Pontoon Br. & T. P. Co.	– –	– –	– –	....
5 45	11 30	8 05	....	5.0	.....Dardanelle[2].....⊙	†6 05	*9 55	†3 45	....
P M	A M	A M	....	....	ARRIVE] [LEAVE	A M	A M	P M	....

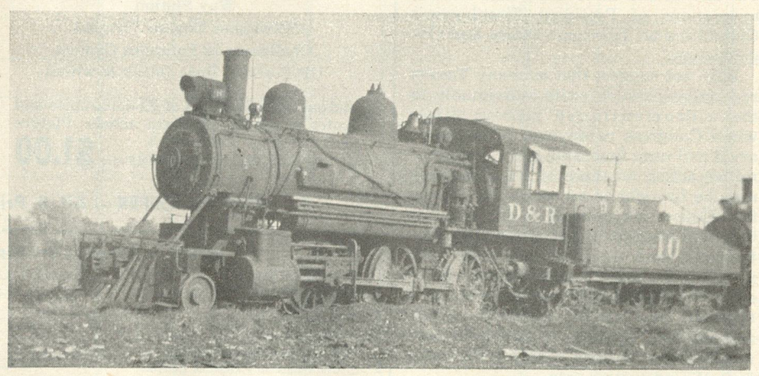
Trains marked * run daily; †daily, except Sunday; a daily except Sunday and holidays. ⊙Telephone stations. *Central time.*

Connections.—[1] With Missouri Pacific R.R. [2] With Chicago, Rock Island & Pacific Ry. No track connections.

#9 still operational on the Mid-Continent Ry museum at North Freedom, Wis.

Sold | Amount

ex I.C.C. #278
Cooke 1907
c/n 39189



Otto Friedrich.

Red River and Gulf Railroad.

GENERAL OFFICERS.

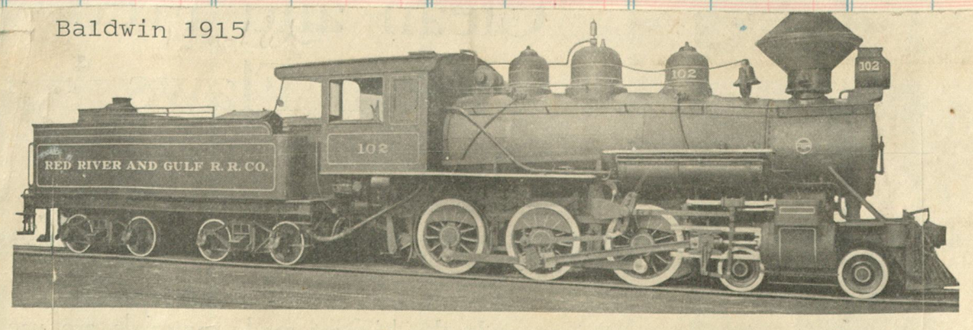
R. D. CROWELL, President & General Superintendent.....Long Leaf, La.
H. A. WHITE, General Manager. ..... "
R. D. CROWELL, JR., Secretary-Treasurer..... "

GENERAL OFFICES, LONG LEAF, LA.

Miles of road operated, 62. Gauge, 4 ft. 8½ in. *Equipment*—Locomotives (oil burning), 2; flat, 1; caboose, 2; total, 3 cars. Railway Express Agency, Inc., operates over this line. No Sleeping Car Co. operating over this line. Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

Baldwin 1923
c/n 57203

Baldwin 1915

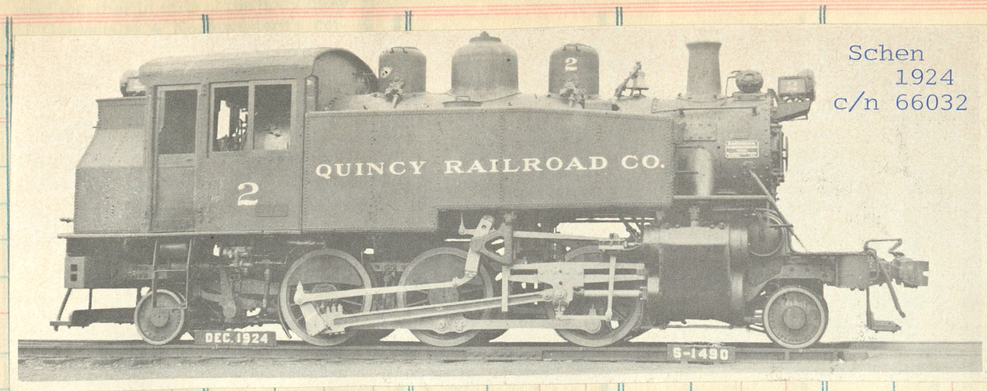


Ten-Wheeled Locomotive, Red River and Gulf R. R.
J. S. Crowell, General Superintendent.

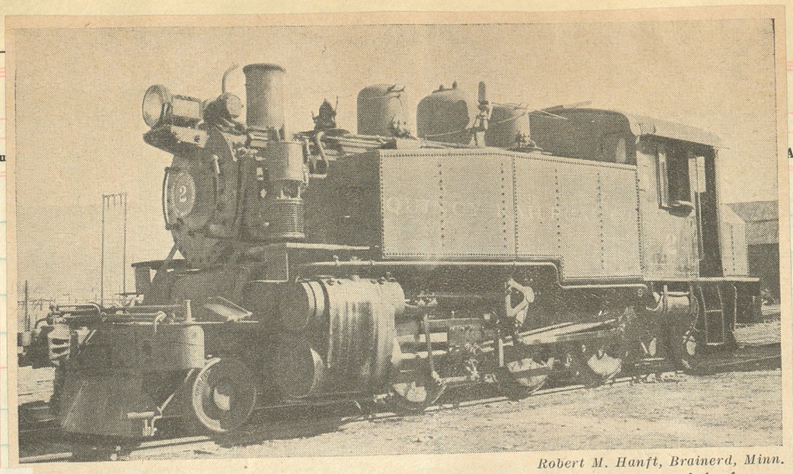
OKM

Quincy Railroad

Cloe. No. | Sold | Amount



Schen
1924
c/n 66032



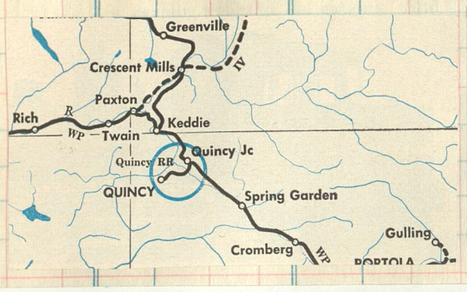
Robert M. Hanft, Brainerd, Minn.

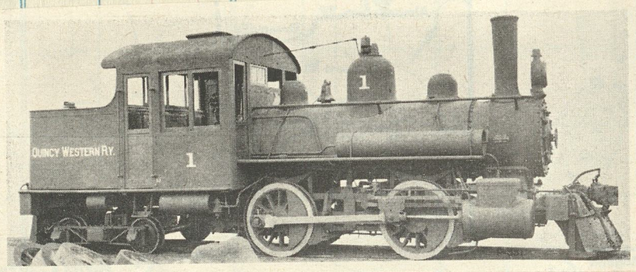
Custom-built by Alco for the Quincy Railroad, this 2-6-2 tanker operates over one of the four shortest railroads in the United States performing freight, passenger, express and mail service

HERE ... lake Sheet

The Quincy Railroad was incorporated November 9, 1917, purchasing the entire assets, rights and privileges of Quincy Western Railway Company. Track runs from Quincy to Quincy Junction, Calif., 5.29 miles, with .96 mile of sidings. Rail is 52 pounds, laid to standard gage. Equipment consists of two locomotives, one flat-car, and one combination passenger coach. The Quincy is one of the four shortest railroads in the United States performing freight, passenger, express and mail service. The 3-mile Beaufort & Morehead Railroad in North Carolina is the shortest.

#2 sold to Castro Point Museum





QUINCY WESTERN RAILROAD 1916

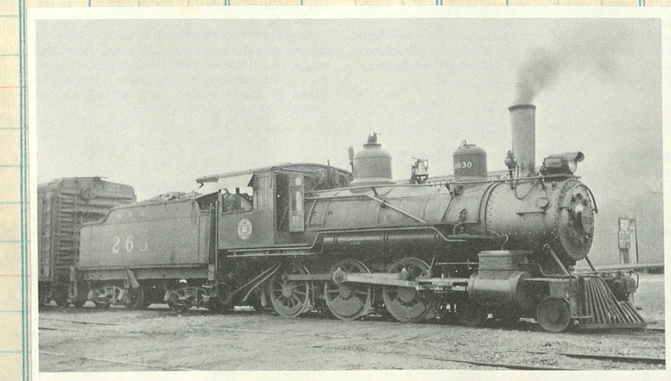
READ DOWN				Miles	STATIONS	READ UP			
		6	2			1	5		
.....	.....	*8.00 pm	*7.30 am	0	Lv..QUINCY JCT..Ar	*7 10 am	*7.40 pm	.....	.....
.....	.....	8.20 pm	7.50 am	6	Ar....QUINCY.....Lv	6.50 am	7.20 pm	.....	.....

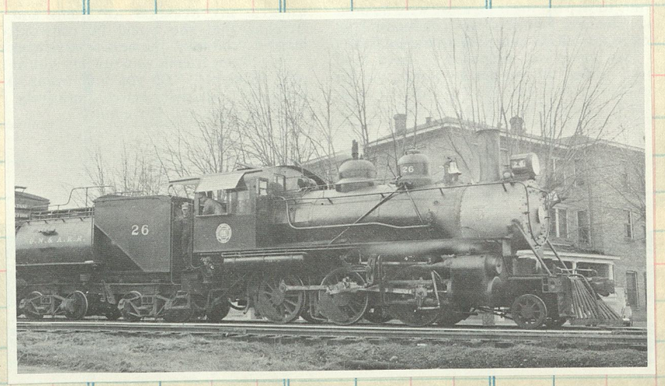
Tom Gray

Trailing a four-car string of Harriman Standard passenger cars led by the former Yosemite Valley Railway RPO number 107, which also worked for both the Texas and New Orleans and Virginia and Truckee, and capped by ex-Southern Pacific open-end business car *Sacramento*, the Pacific Locomotive Association's Castro Point Railway 2-6-2T number 2 — Alco, 1922, serial number 66032, built for the Quincy Railroad — steams off-line from her regular museum railroad trackage for a one-day special run on September 10, 1977. Photographed on the Richmond Belt Line near the San Pablo Yacht Club, employees of the Standard Oil Company at the firm's annual picnic were being treated to a series of nearly twelve-mile rides on the Belt Line from their picnic grounds to the museum's track at the end of this joint Santa Fe/Southern Pacific subsidiary.

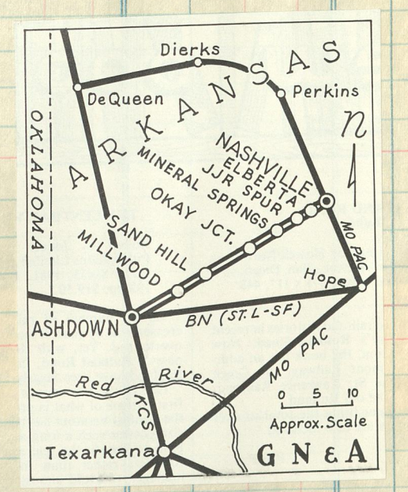
Tom Gray

GRAYSONIA, NASHVILLE & ASHDOWN RAILROAD COMPANY.





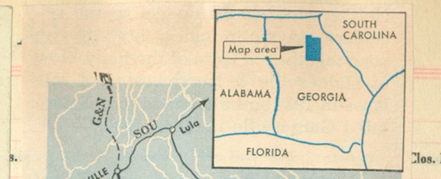
Ten wheeler built in 1892 by Baldwin c/n 12744 as St Louis, Iron Mtn & So #671, to MoP renoed 2630

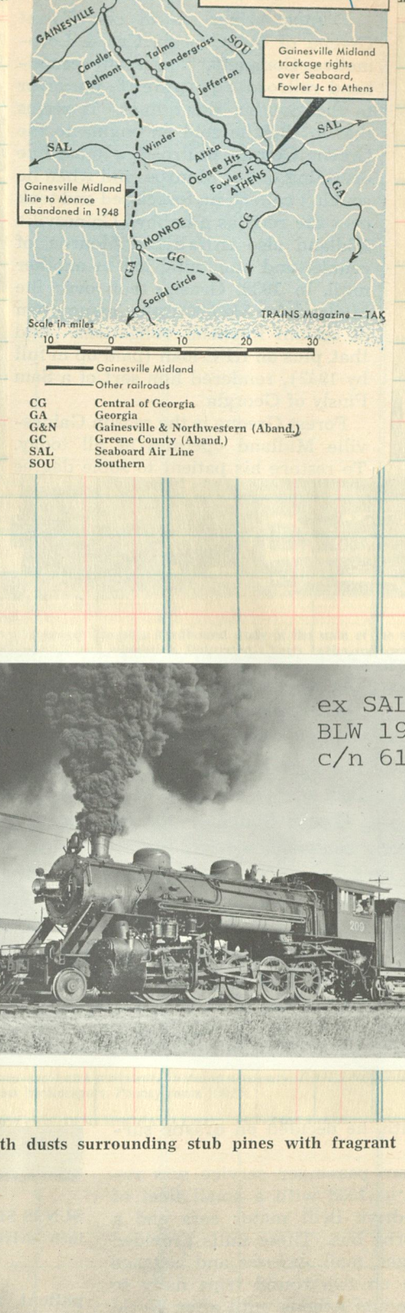


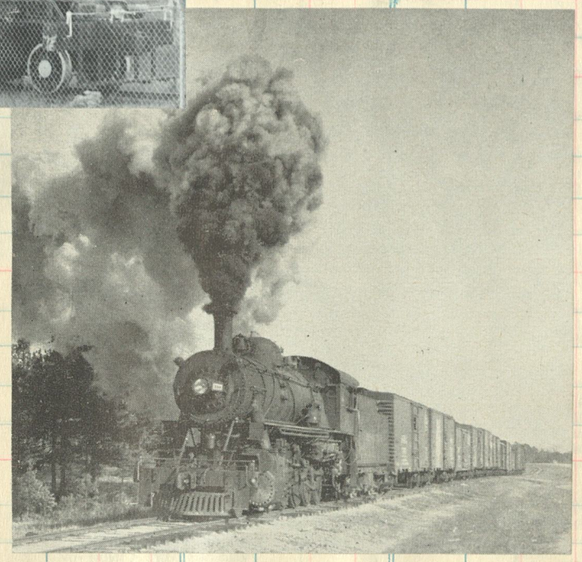
11/9/54

Harold F. Beal.

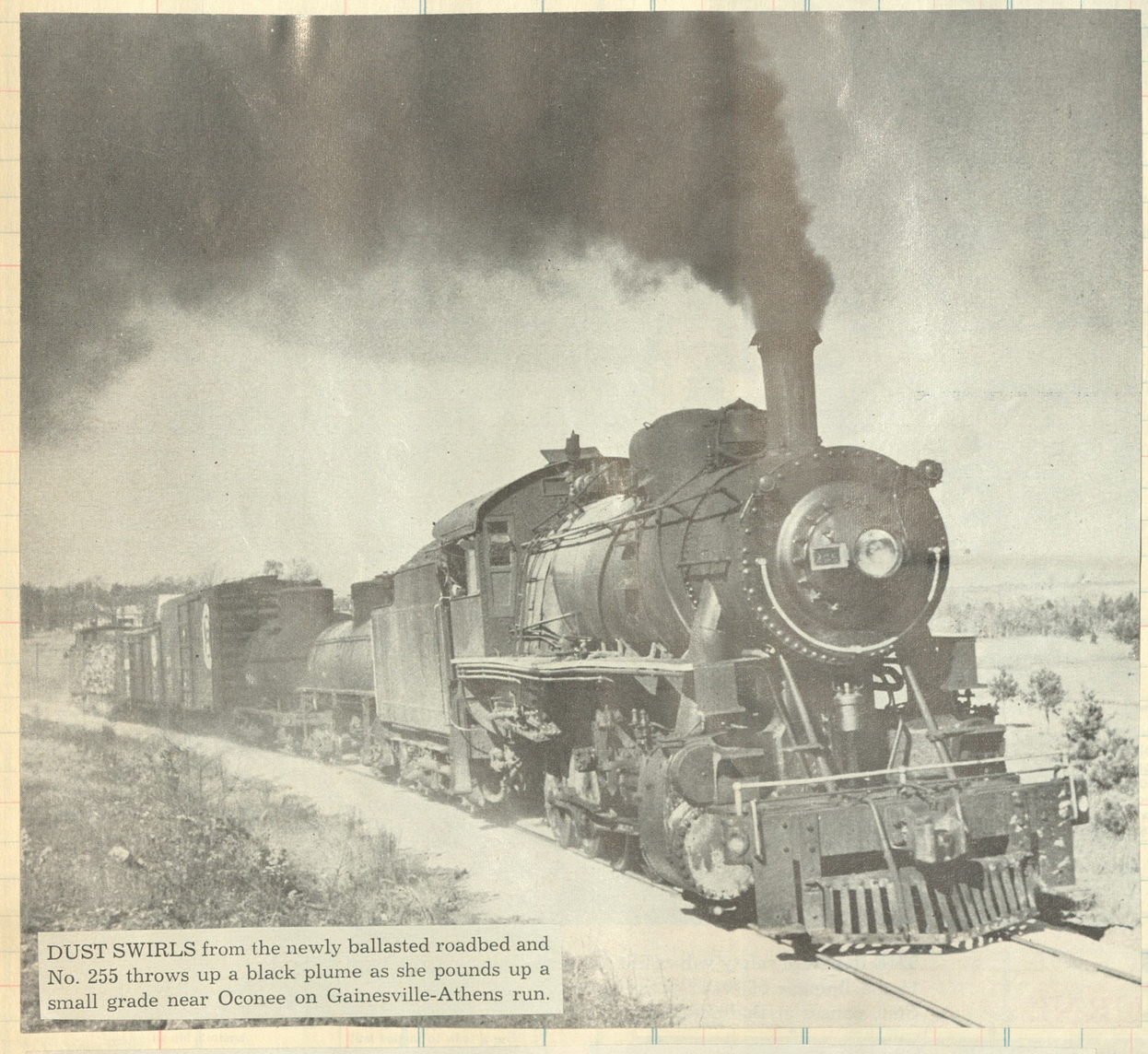
DECAPOD 204 brings heavy timbers to the scene of 207's upset near Gainesville, Ga.



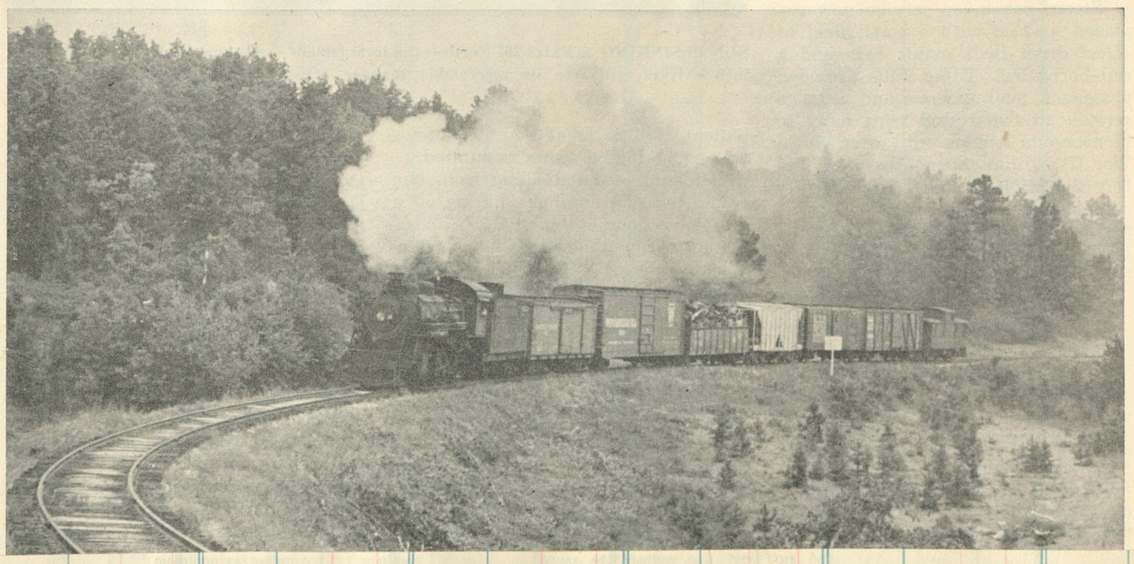




DECAPOD leads local freight into curve at Candler, Ga., as Extra 207 South dusts surrounding stub pines with fragrant smoke.



DUST SWIRLS from the newly ballasted roadbed and No. 255 throws up a black plume as she pounds up a small grade near Oconee on Gainesville-Athens run.

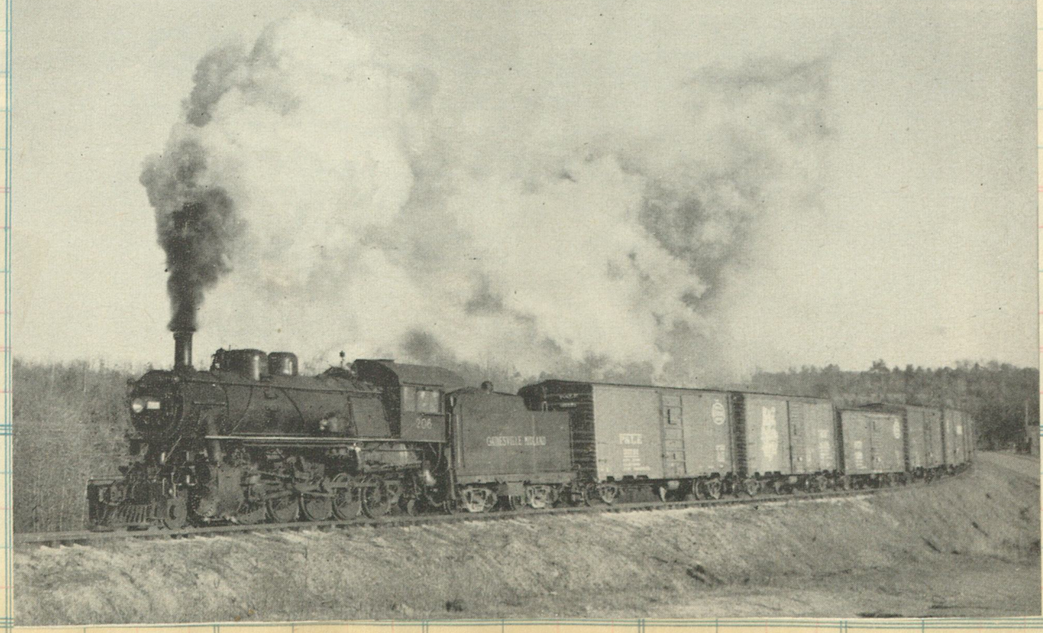


William J. Husa Jr.

1959

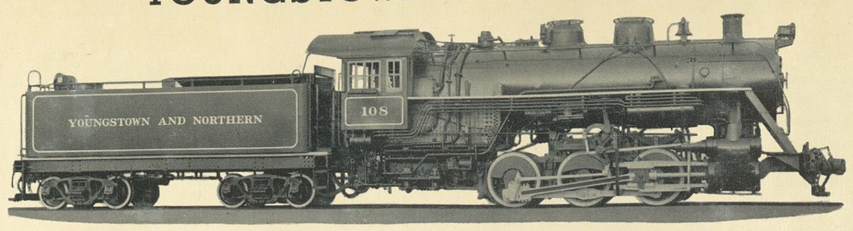
GALA EVENT was September 19 fan trip which moved out of Atlanta on Seaboard; then over Gainesville Midland from Athens to Gainesville, Ga., behind GM 2-10-0 203 and 2-8-0 301. Trip marked last use of GM steam, SAL purchase of line. Some 550 rode train.

The 206 with northbound tonnage near Candler



Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

YOUNGSTOWN & NORTHERN



#108 Lima 1937 c/n 7752

Brooks 1927
c/n 67410

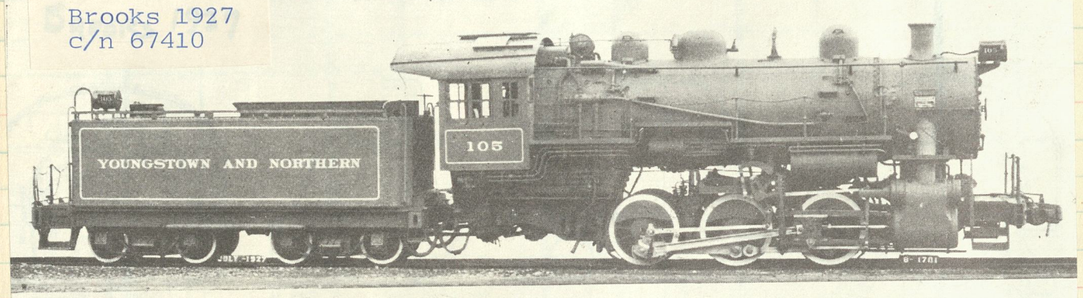
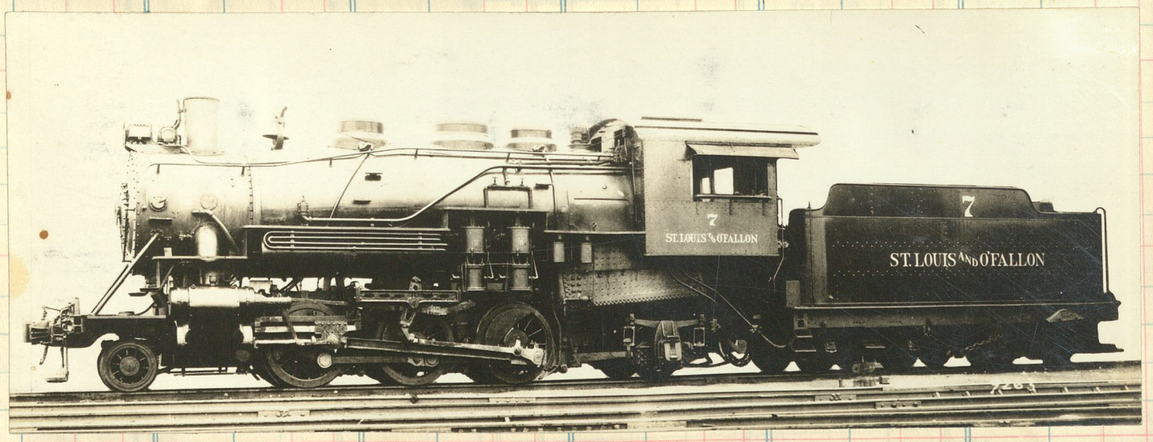


Fig. 14—Youngstown & Northern 0-6-0 (Six-Wheel) Switching Locomotive. Built by the American Locomotive Company.

Cylinders, diameter and stroke	22 in. x 28 in.	Fuel	Soft coal
Tractive force	44,400 lb.	Grate area	39 sq. ft.
Cylinder horsepower (Cole)	1,742 hp.	Steam pressure	200 lb.
Drivers, diameter	52 in.	Evaporative heating surface	2,192 sq. ft.
Weight on drivers	190,500 lb.	Superheating surface	504 sq. ft.
Weight on trailing truck		Tender capacity	7,000 gal., 7 tons
Driving wheel base	11 ft. 0 in.		

THE ST. LOUIS AND O'FALLON RAILWAY COMPANY.



Baldwin 1924
c/n 57637

Built 1926
c/n 59760

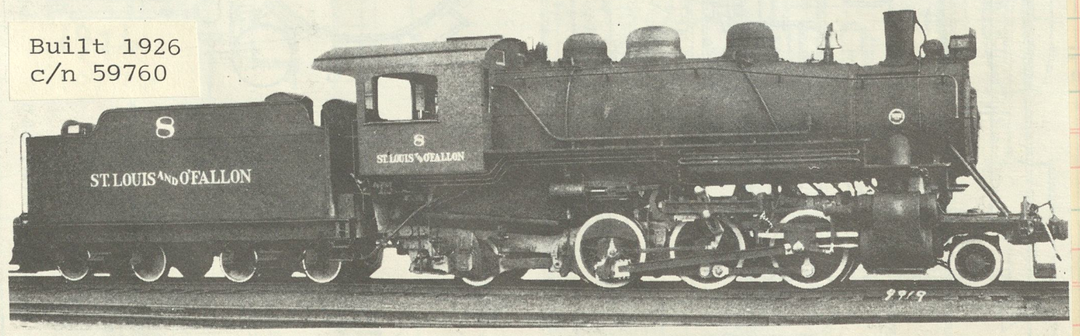


Fig. 47—St. Louis & O'Fallon 2-6-2 (Prairie) Type Locomotive. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke	20 in. x 26 in.	Driving wheel base	11 ft. 0 in.
Rated tractive force	34,700 lb.	Total engine wheel base	27 ft. 6 in.
Cylinder horsepower	1,442 h.p.	Fuel	Soft coal
Drivers, diameter	51 in.	Grate area	44.7 sq. ft.
Weight on drivers	147,720 lb.	Steam pressure	200 lb.
Weight on front truck	15,300 lb.	Evaporative heating surface	2,742 sq. ft.
Weight on trailing truck	33,400 lb.	Superheating surface	None
Total weight of engine	196,420 lb.	Tender capacity	7,000 gal., 12 tons

104

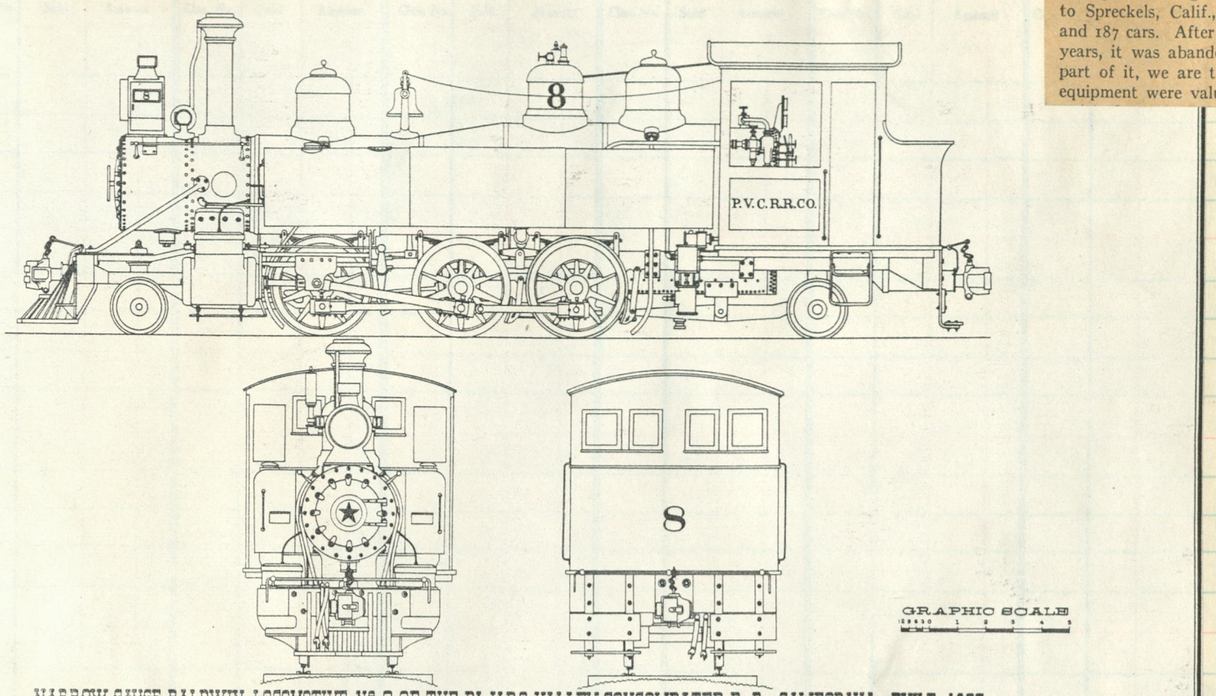
New York Ce

SELLER

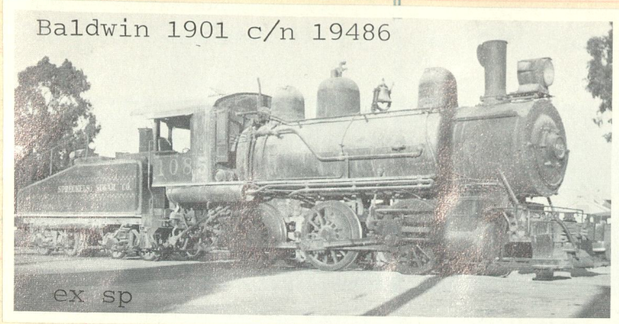
Pajaro Valley Consolidated R. R. Co.

W. S. Y., Minden, Nev.—The 3-ft. gage road running through Moss Landing, Calif., is probably what is left of the old Pajaro Valley Consolidated, incorporated in 1890 as the Pajaro Valley RR (name changed in 1897). Owned by the Spreckels Sugar Co., it ran from Watsonville to Spreckels, Calif., 40 miles, had 7 locomotives and 187 cars. After running up deficits for several years, it was abandoned in 1929 (the SP bought part of it, we are told), at which time road and equipment were valued at almost $600,000.

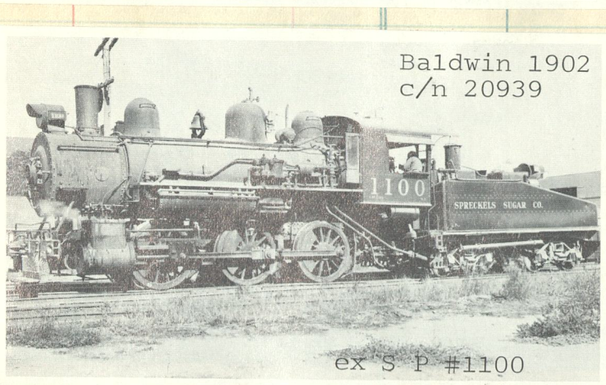
Sold | Nos. No. | Sold | Amount



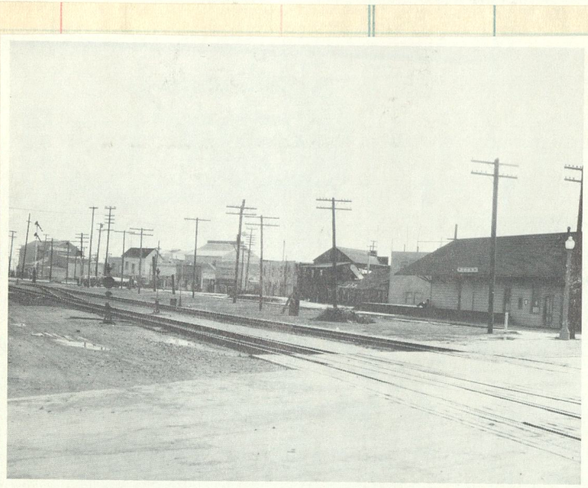
NARROW GAUGE BALDWIN LOCOMOTIVE Nº 8 OF THE PAJARO VALLEY CONSOLIDATED R. R., CALIFORNIA - BUILT, 1897



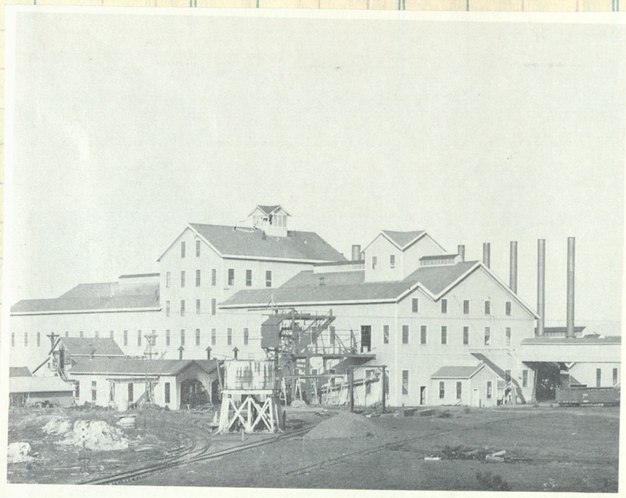
Baldwin 1901 c/n 19486



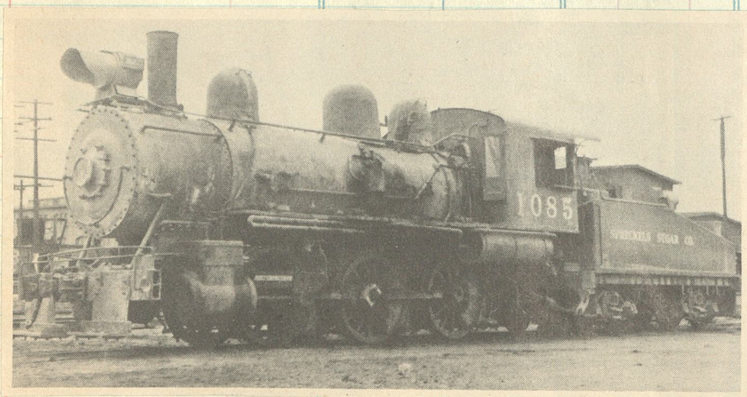
Baldwin 1902
c/n 20939

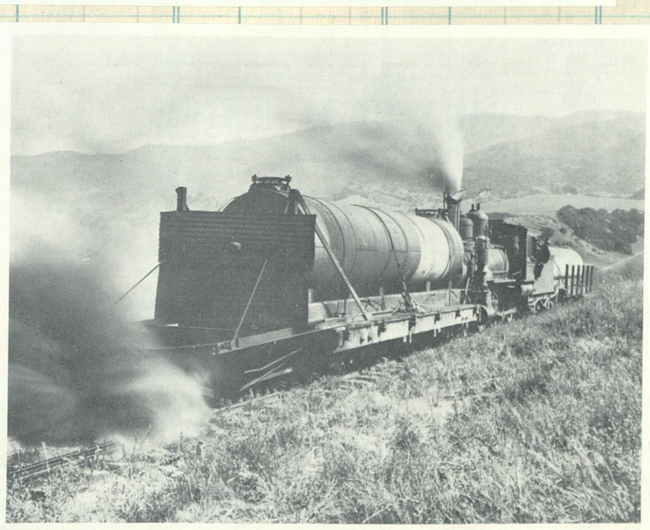


Another view of the Pajaro Valley Consolidated Railroad depot at Salinas taken January 7, 1930 with the S. P. crossing of Main Street in the foreground. From the

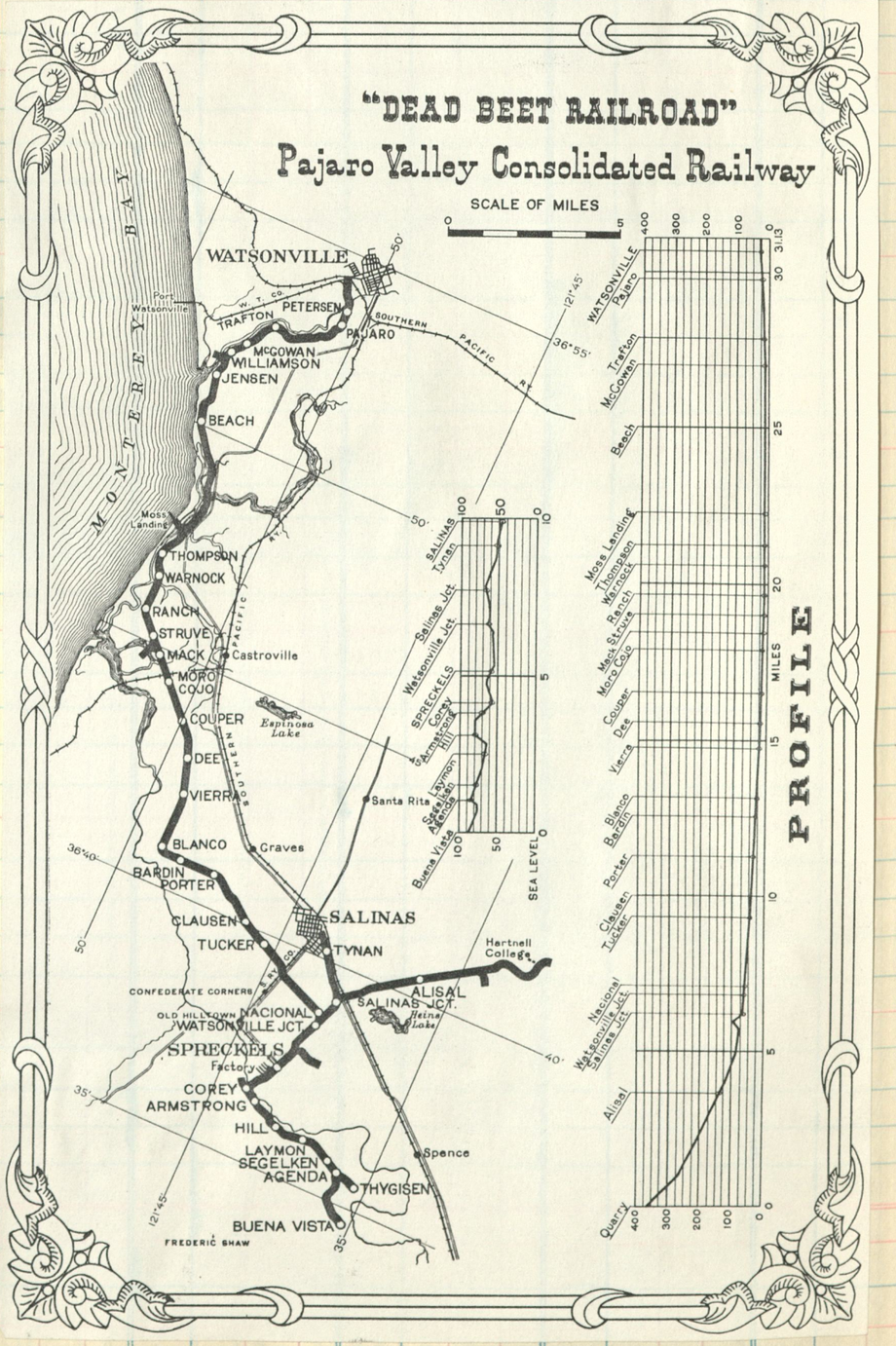


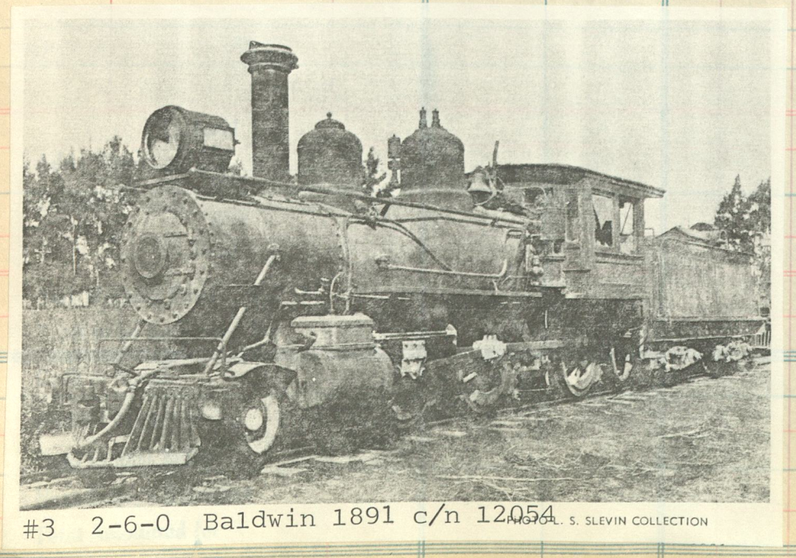
The Western Sugar Beet plant at Watsonville with the Pajaro Valley Consolidated engine house, water tank and turntable in the foreground, From Collection of Randolph Brandt.

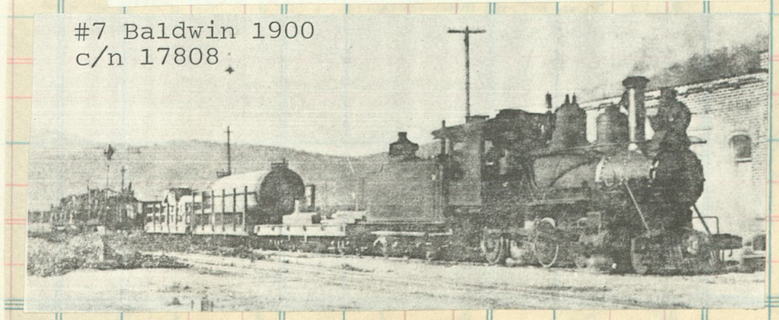




Pajaro Valley Consolidated Railroad weed burner in action on the Buena Vista branch powered by Engine #7. From the Collection of Farm Properties Division, Spreckels Sugar.





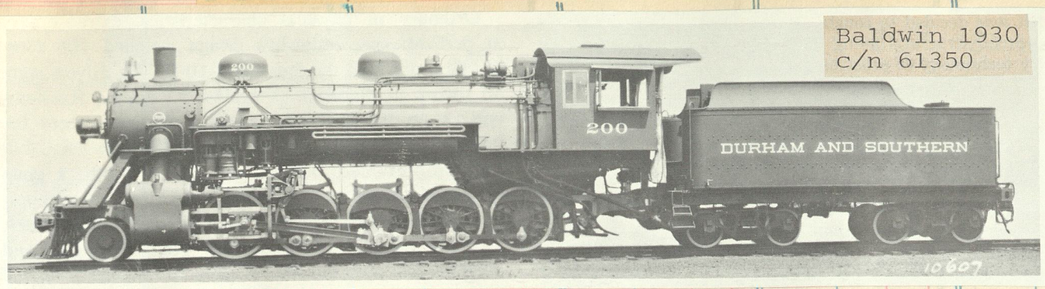


DURHAM AND SOUTHERN RAILWAY

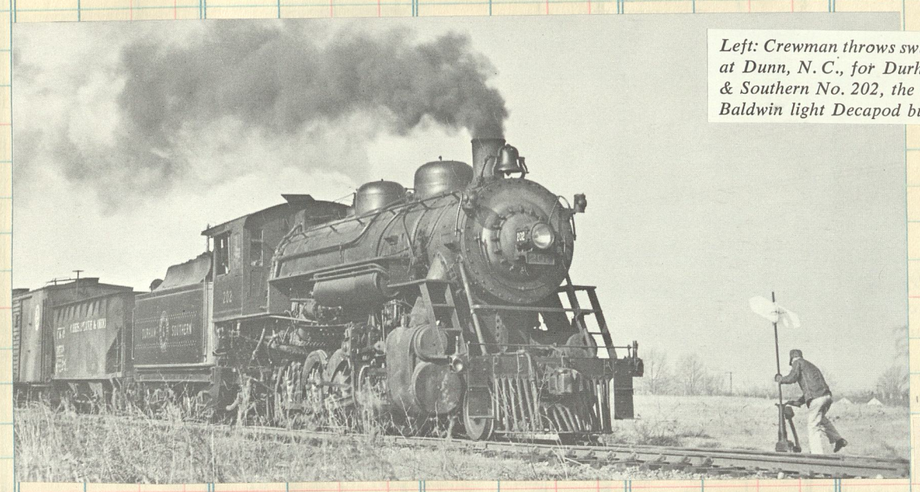
NYCS AP A-46 7-47 1000 bks. (Eureka 4423) Printed in U. S. A.

CUT HERE To Make Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



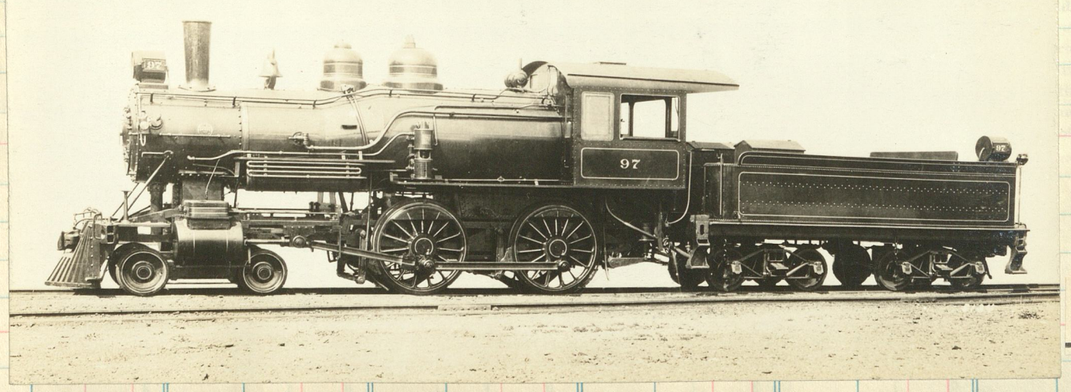
Baldwin 1930
c/n 61350



Left: Crewman throws switch at Dunn, N. C., for Durham & Southern No. 202, the last Baldwin light Decapod built.

Durham & Southern 2-10-0 No. 202 (the only new locomotive delivered to a U. S. common carrier in depression-dreary 1933) hustles into Apex, N. C. P&N managed the D&S until quite recently.

Lake Erie, Franklin & Clarion Railroad Co.



Baldwin 1921
c/n 54886

GENERAL OFFICERS.

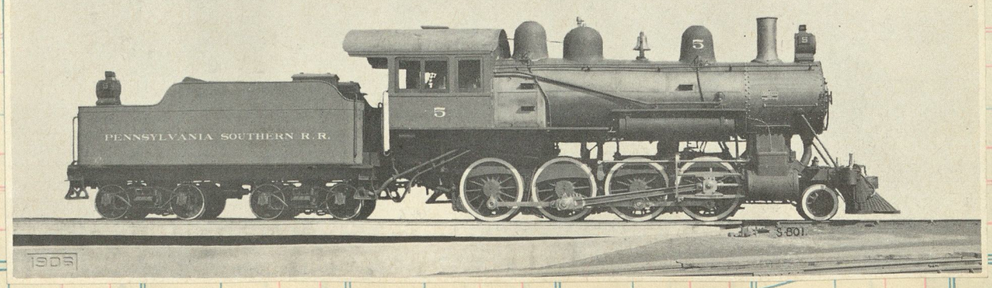
CLARENCE A. MILLER, President.....Franklin, Pa.
H. M. JOHNSTON, Vice-President, Treasurer & Gen. Mgr. (Traffic and Claims).....Clarion, Pa.
J. FRENCH MILLER, Vice-President & Secretary.....Franklin, Pa.
A. D. HIMES, Assistant Secretary & Auditor.....Clarion, Pa.
L. L. MARSHALL, General Superintendent..... "
THEO. L. WILSON, General Counsel..... "

GENERAL OFFICES, CLARION, PA.

Miles of road operated, 16.27. Gauge, 4 ft. 8½ in. *Equipment*—Locomotives (coal burning), 4. Gas motor, 1; combination 1; caboose 2; M. & W. 3; freight 2. Total, 9.

Railway Express Agency, Inc., operates over this line.

Schenectady 1911 c/n 49926 To LEF&C



106

New

SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold

T SALES AT

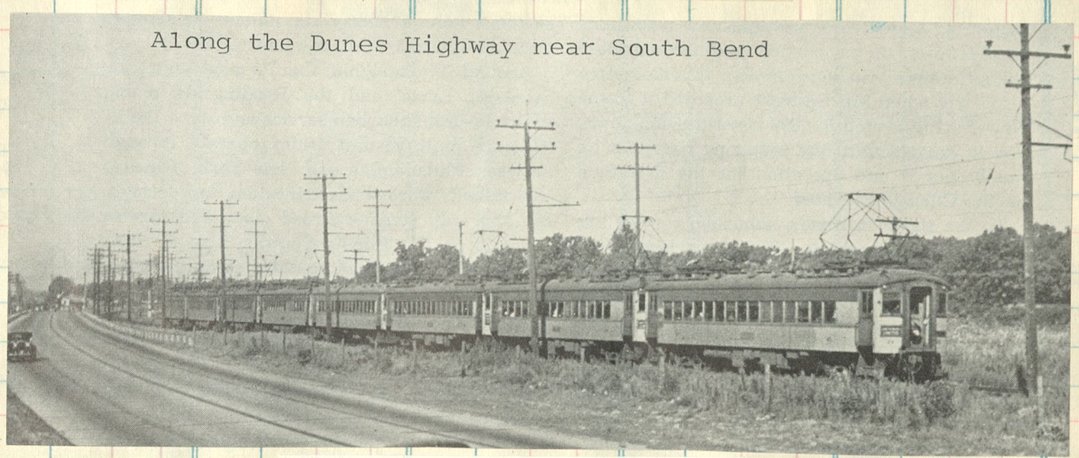
No.	Sold	Amount

CHICAGO SOUTH SHORE AND SOUTH BEND

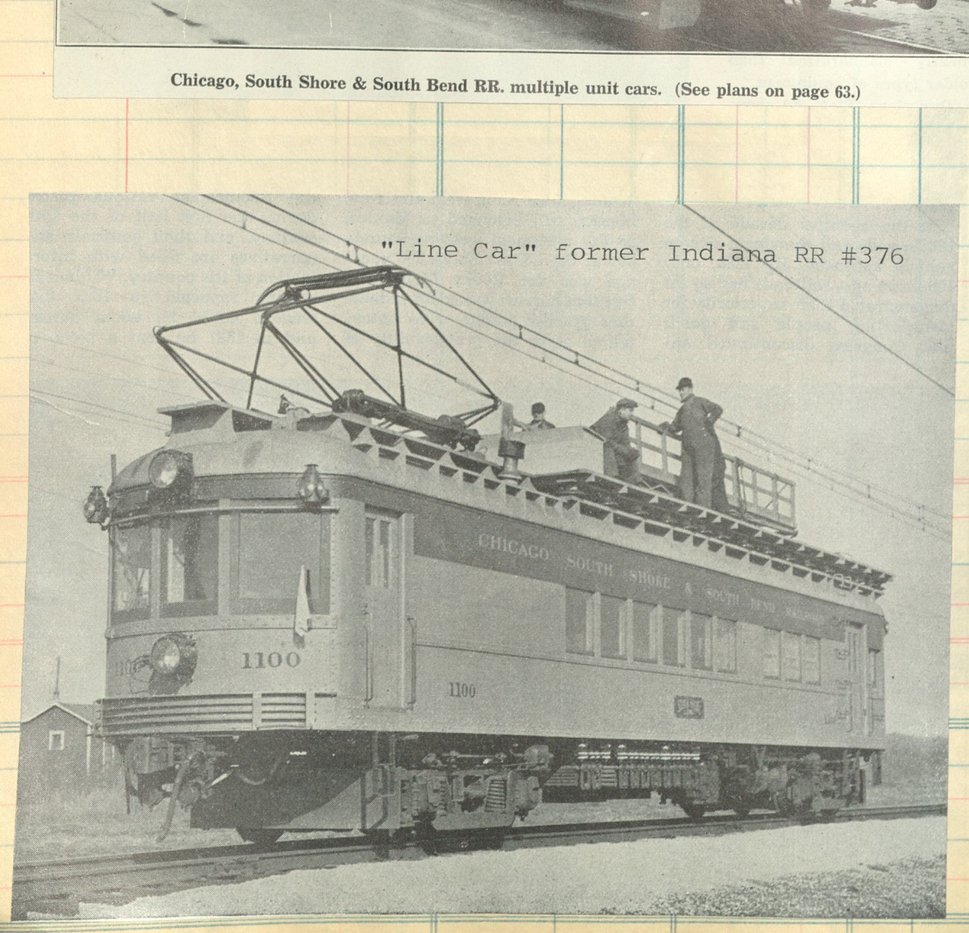
The South Shore Line connects with the New York Central R.R. at South Bend, Ind.—Michigan Central R.R., C. I. and L. Ry. and the N. Y. C. & St. L. R.R. (L. E. & W. District) at Michigan City, Ind.—B. & O. R.R. at Miller, Ind.— Pennsylvania R.R. at Gary, Ind.—Wabash R.R. at Gary—E. J. & E. R.R. at Goff Junction (Gary)—Indiana Harbor Belt R.R. at East Chicago, Ind.—B. & O. C. T. at East Chicago, Ind.—Belt R.R. of Chicago and Chicago and Calumet River R.R. at Hegewisch, Ill.—Illinois Central R.R. and Pullman R.R. at Chicago (Kensington), Ill. Through rates are published in principal tariffs and apply via principal railroads between all important markets.

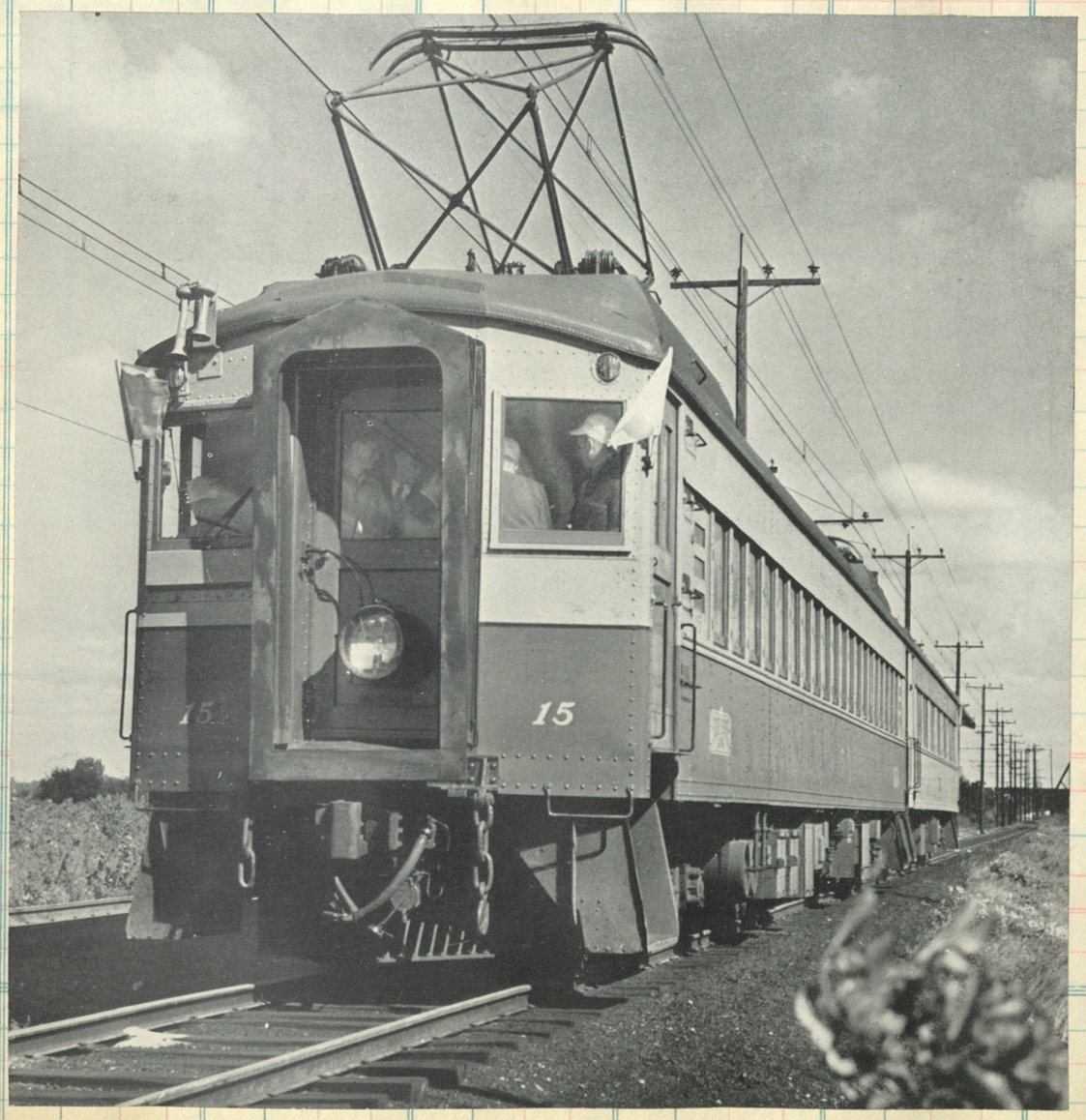
South Shore is a Class 1 heavy electric railroad running 70- and 80-car freight trains behind double-headed 1440-horsepower locomotives, but it is descended from a

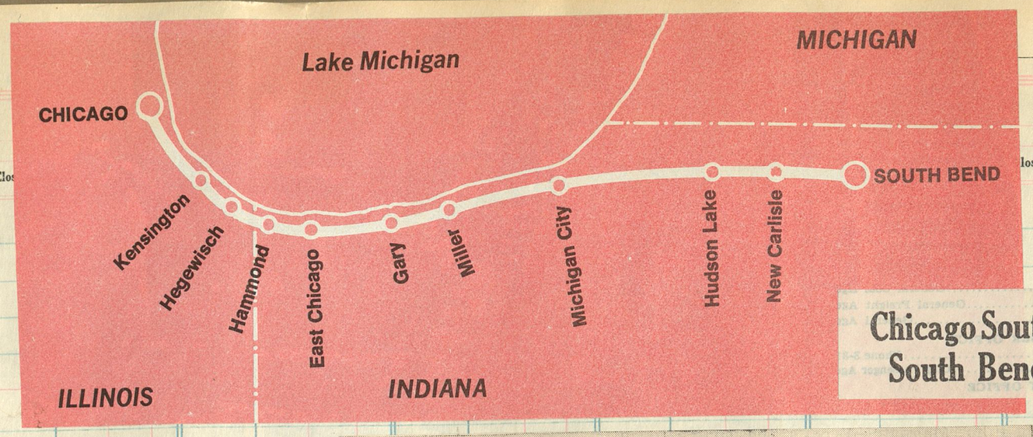
Chicago, South Shore & South Bend RR. multiple unit cars. (See plans on page 63.)



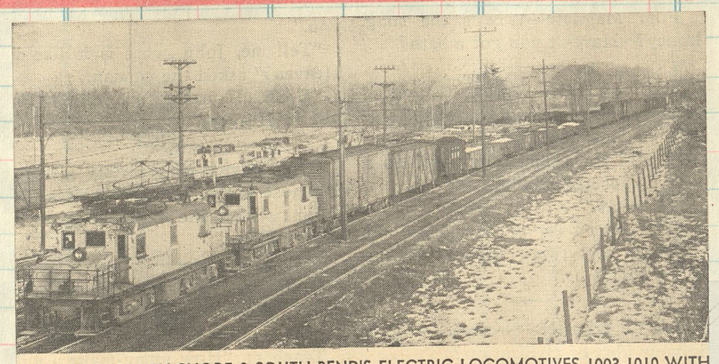
Sixty-four trains a day between downtown Chicago, Hammond and East Chicago; 66 daily to and from Gary; 39 limited trains daily between Chicago and South Bend.





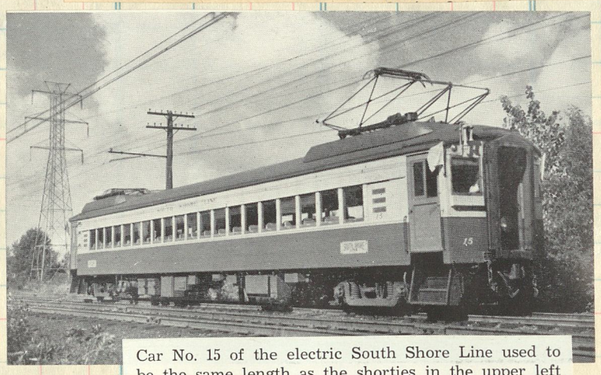


Chicago South Shore and South Bend Railroad



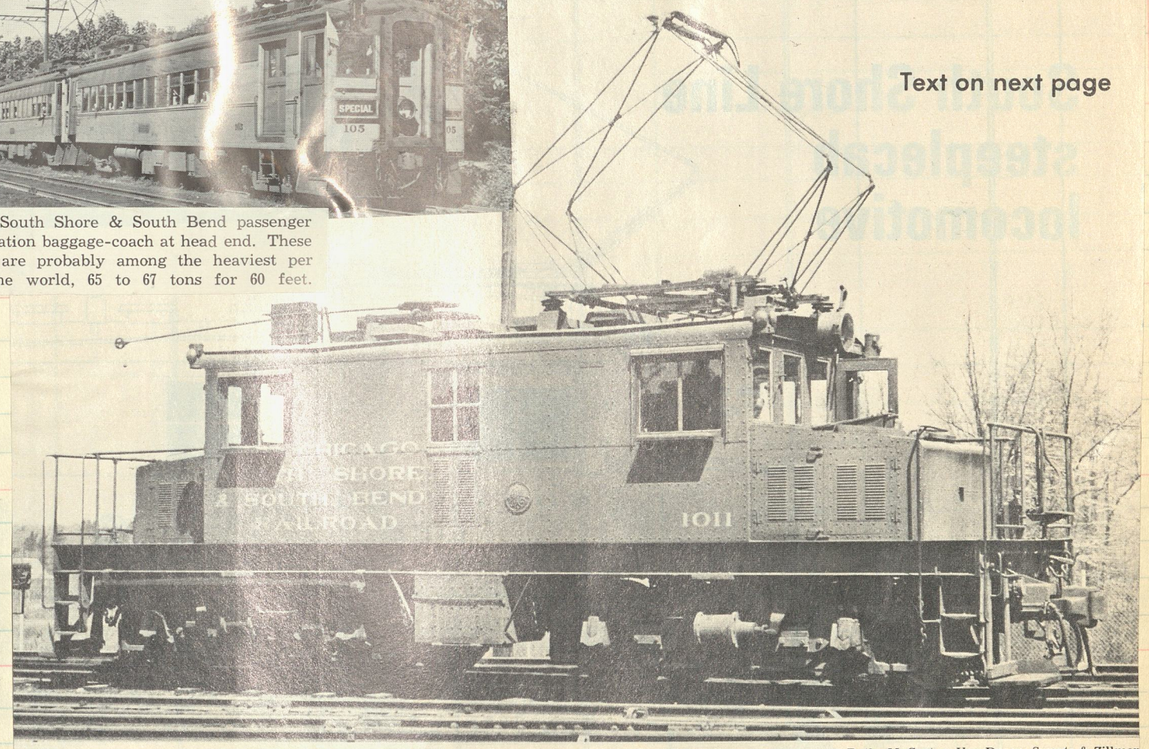
CHICAGO, SOUTH SHORE & SOUTH BEND'S ELECTRIC LOCOMOTIVES 1003-1010 WITH 55-CAR FREIGHT DRAG

Typical Chicago, South Shore & South Bend passenger train with combination baggage-coach at head end. These steel motor cars are probably among the heaviest per foot length in the world, 65 to 67 tons for 60 feet.

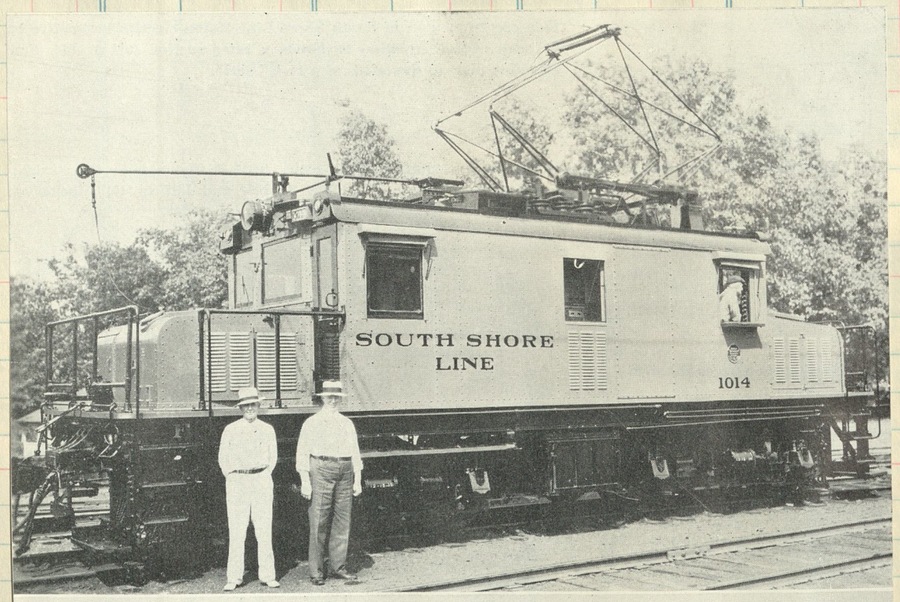


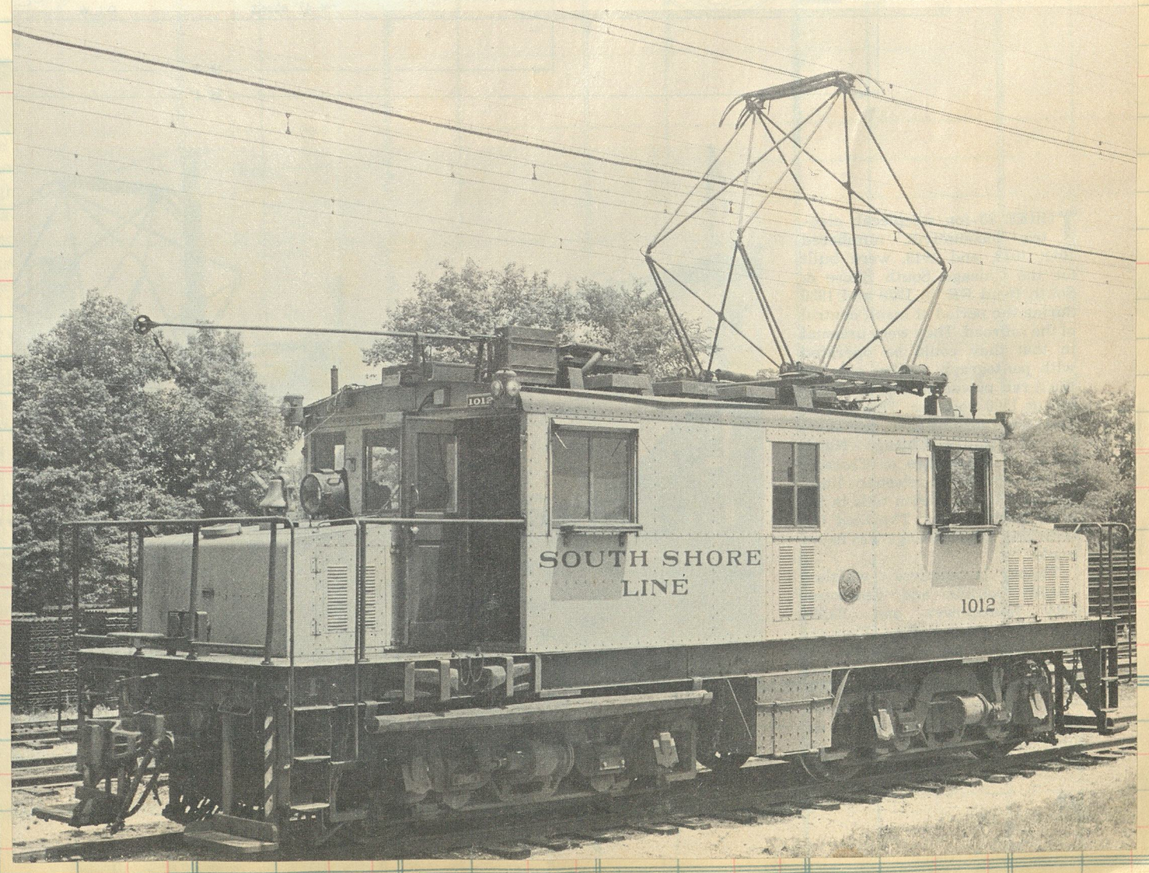
Car No. 15 of the electric South Shore Line used to be the same length as the shorties in the upper left corner, but it was cut in half and a section spliced into the middle to make it 77'-6" in length. This is one way of coping with increased traffic. Shorter cars were originally intended to insure greater flexibility in making up trains to any desired capacity.

Text on next page



Both: McCarter, Van Dusen, Swartz & Zillmer





108

INDIAN VALLEY RAILROAD.

F. KLAMP, President, 370 Mills Building, San Francisco, Cal.
J. F. HUMBURG, Vice-President, " "
O. H. BRU, Treasurer and General Manager, 370 Mills Building, San Francisco, Cal.
LANDON A. BELL, Secretary and Purchasing Agent, 370 Mills Building, San Francisco, Cal.
E. S. READER, Auditor, " "
CHAS. O. PENFIELD, General Superintendent, Paxton, Cal.

No. 4	No. 2	Mls	*January*, 1933.	No. 1	No. 3	
.....	c8 00 A M	0	lve.....**Paxton**.....arr.	10 00 A M	.....	....
.....	8 20 "	4.2	.....Indian Falls.....	9 30 "	.....	....
a8 40 A M	8 40 A M	8.3	...**Crescent Mills**...	c9 00 A M	11 35 A M	....
9 05 "	....	12.5	..... Veramont.....	.....	11 09 "	....
9 25 "	.....	17.2	..... Starks.....	.....	10 48 "	....
9 45 A M	.....	21.6	arr.....**Engols**.....lve.	.....	a10 30 A M	....

a Runs Tuesday only; c Tuesday, Thursday and Saturday.
STANDARD—*Pacific time.*

CONNECTIONS.

At Paxton—With Western Pacific R.R.
At Crescent Mills—With stages for Greenville, Westwood, Susanville and Prattville.

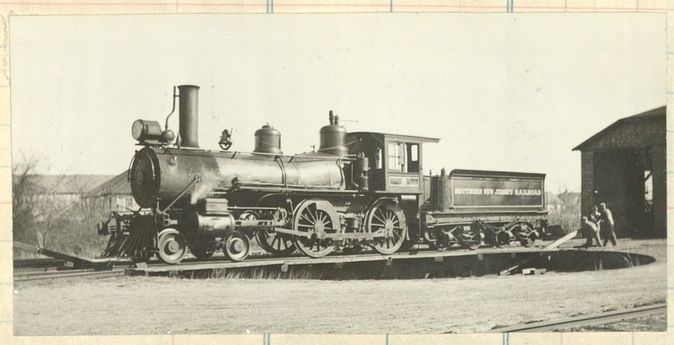
Page 7

This proud, old veteran [fotoed at Cresent Mills, Calif in 1938] was built for the Rio Grande Western by Baldwin in 1891, c/n 11771, with #142. Became D.& R.G. #661 and in December 1916 was sold to the Indian Valley as their # 1.

S AT

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

SOUTHERN NEW JERSEY.



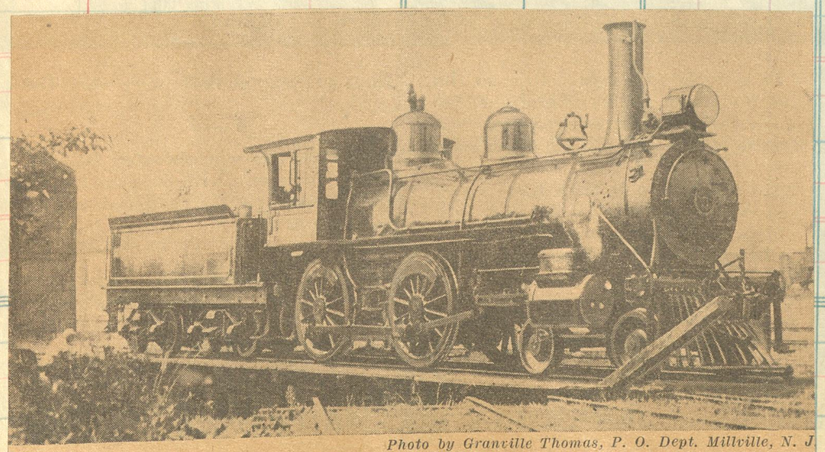
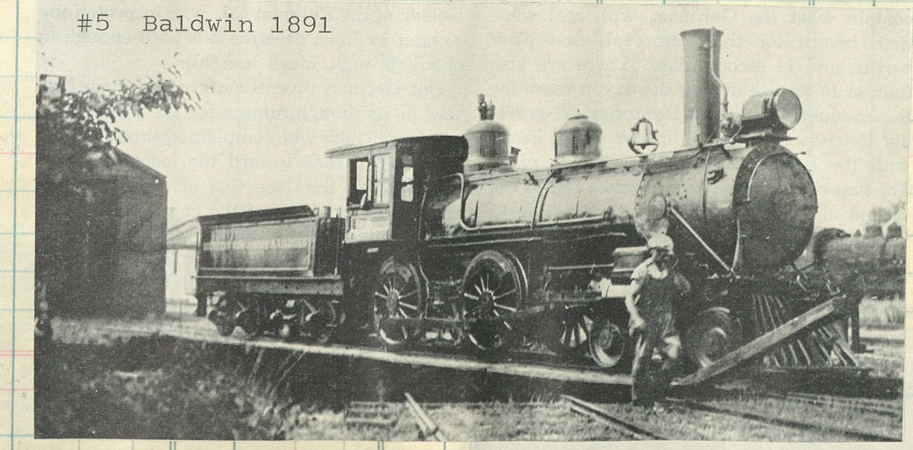


Photo by Granville Thomas, P. O. Dept. Millville, N. J

FIVE-SPOT on the old Southern New Jersey road at Tuckerton

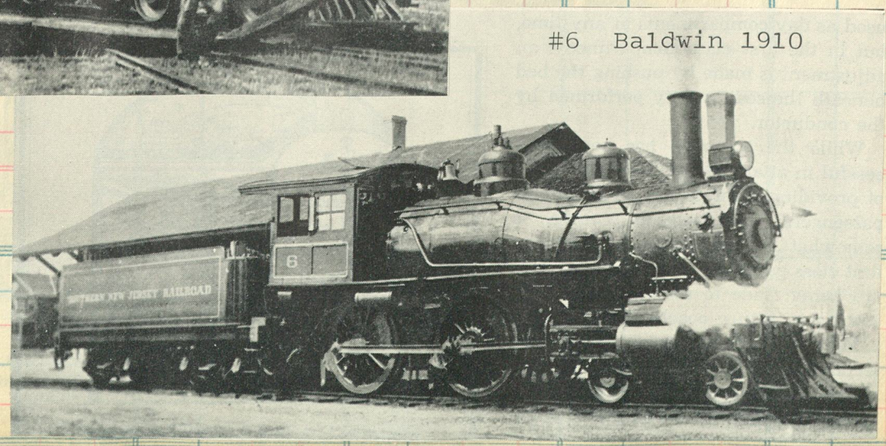
#5 Baldwin 1891



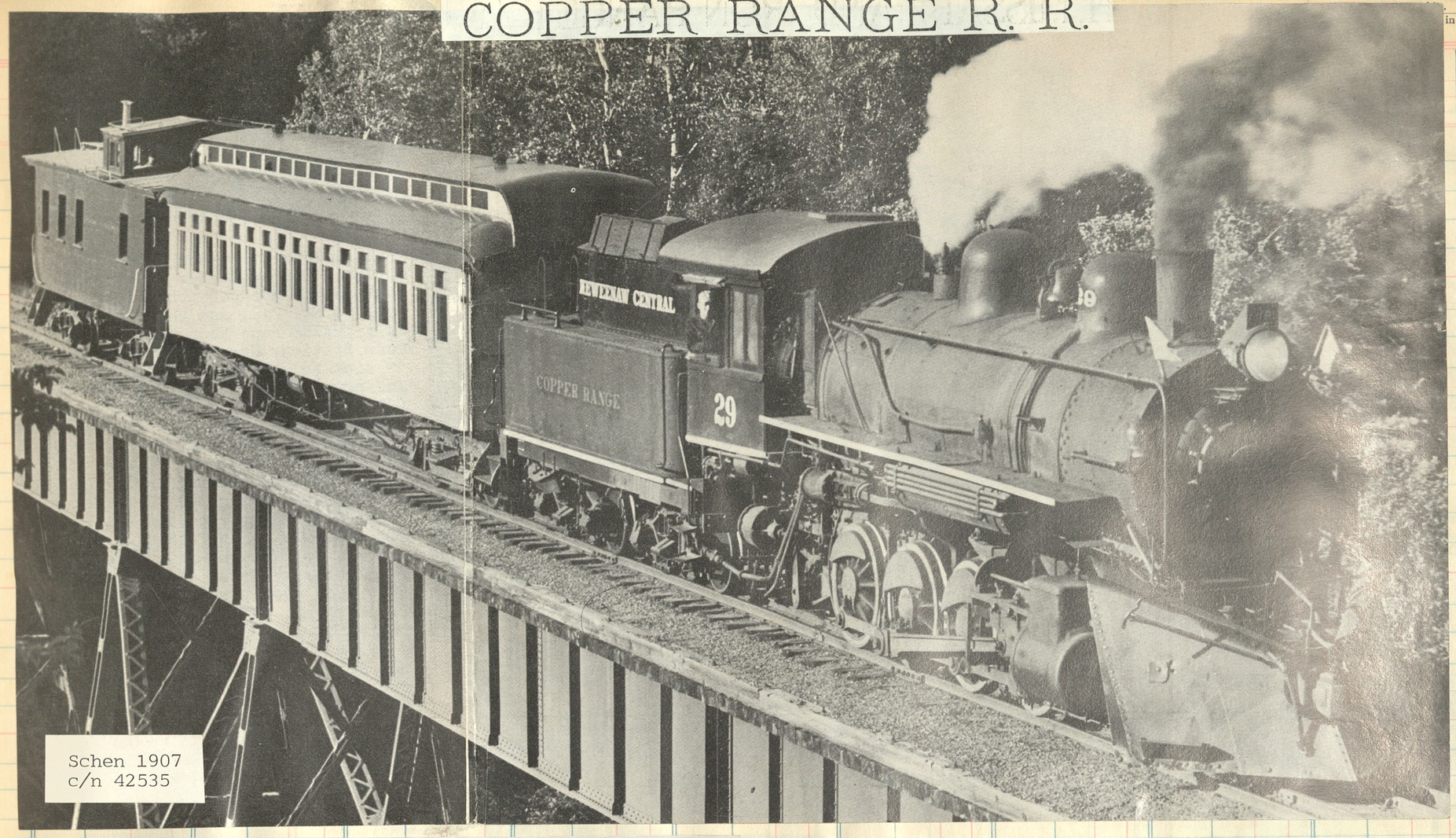
SOUTHERN NEW JERSEY RAILROAD CO.
DAVID CONRAD, President..... Barnegat, N. J.
M. P. GROSS, Vice-President.....11 Park Place, New York, N. Y.
W. E. WELCHER, General Superintendent..... Tuckerton, N. J.
Miles of road operated, 18; gauge, 4 ft. 8½ in. *Equipment*—Locomotives, 2; freight cars, 4.
Freight cars owned are not employed in Commercial Service.

FREIGHT CONNECTIONS AND JUNCTION POINTS.
Central R. R. of New Jersey—Barnegat, N. J. *Jan., 1939.*

#6 Baldwin 1910

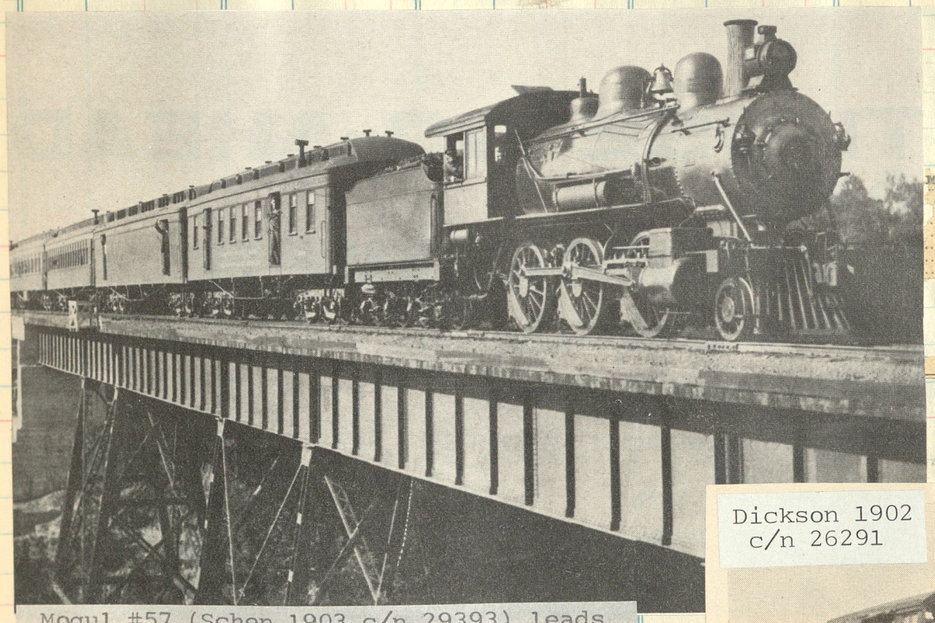


COPPER RANGE R. R.

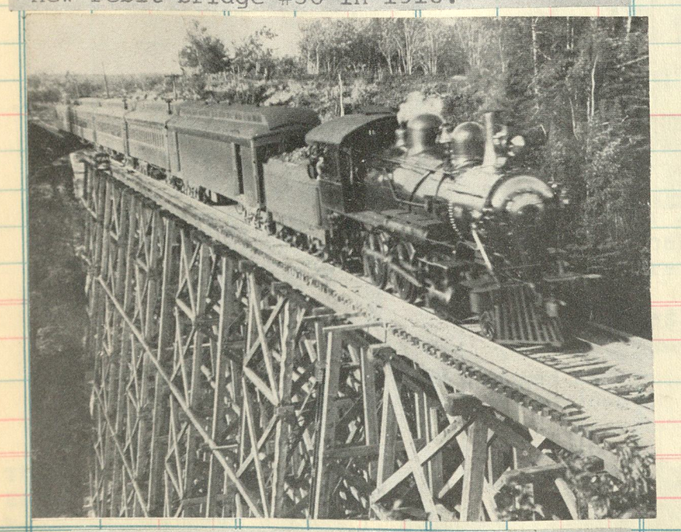


Schen 1907
c/n 42535

WHEN the century was young, a highlight of the rail journey from Chicago to the lumbering, mining, and vacation country of Michigan's upper peninsula was Copper Range's Bridge 30 — a 350-foot structure that stood 120 feet above the waters of Douglass Houghton Creek. In the photos above (left to right), a CR Mogul rolls the *Copper Range Limited* across the original wood trestle; 2-8-0's ease cranes in to replace pilings with girders in 1910; and Mogul 57 brings the *Northern Michigan Special* over the new structure. Bridge 30 still feels the impress of steam each summer, thanks to the Keweenaw Central — a steam excursion railway which is scheduling four 1-hour, 12-mile $1.75 round trips daily out of Calumet, Mich., from June 22 through Labor Day weekend. You ride over former Copper Range trackage behind ex-CR 2-8-0 29 (Alco 1907) in ex-CR open-platform wooden coach 60 or in an adjacent ex-DSS&A caboose. You ride in smoke and cinders across durable Bridge 30 . . . in the wake of the "electric lighted" *Copper Range Limited*. — D.P.M.



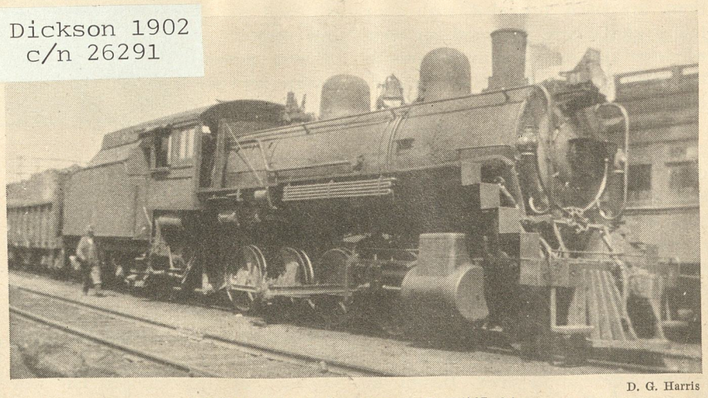
Mogul #57 (Schen 1903 c/n 29393) leads the "North Michigan Special" across the new reblt bridge #30 in 1910.



The orginal trestle feels the weight of the "Copper Range Limited".

#20 delivered by Baldwin in 1908 c/n 33034 Sold to Minnesota, Dakota & Western #20

Dickson 1902
c/n 26291



D. G. Harris

COPPER RANGE RAILROAD ENGINE 24

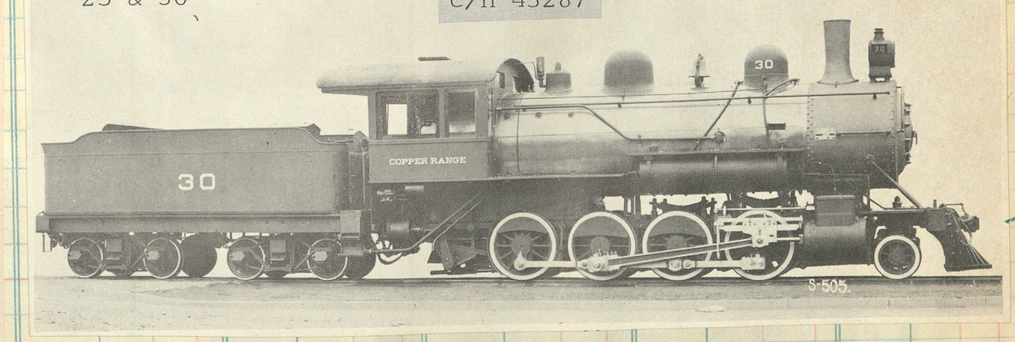
Built by the American Locomotive Company in 1902, this engine was photographed in 1931. Cylinders are 22 by 26 inches, drivers 48 inches, boiler pressure is 180 pounds, tractive force 40,110 pounds, weight of engine and tender 271,000 lbs.

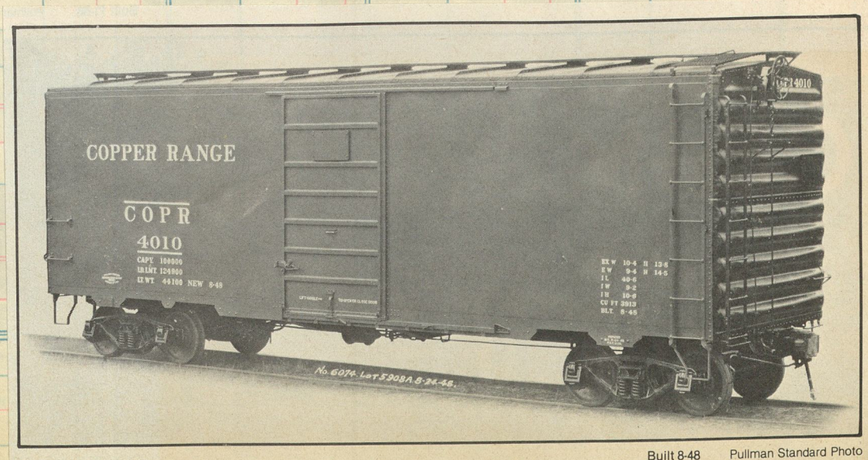
P. M., Flint, Mich.—The Keeweenaw Central was chartered in 1883 as the Lac La Belle & Calumet, changed to its present title in 1905. It was opened from Mohawk to Mandan, Mich., in 1907; Calumet to Mohawk in 1908. In 1917 it ran from Calumet Jct. to Mandan, 26 miles, and with branches to Crestview, Lac La Belle and Ojibway, was 36 miles long. It was controlled by the Keeweenaw Copper Co., had 3 locomotives and 95 cars. About 1917 it was abandoned, dismantled and sold.

25 & 30

c/n 43287

Schen 1907

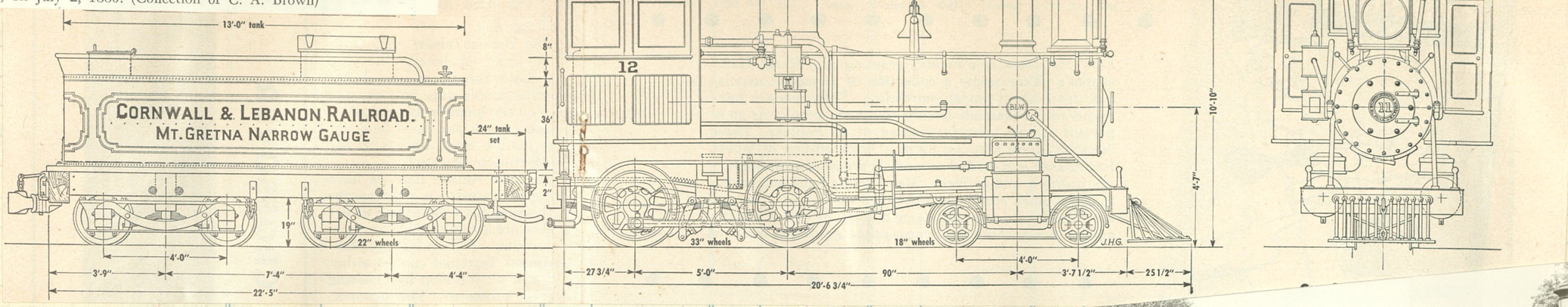


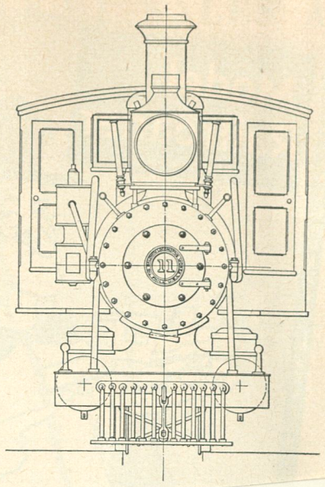


Built 8-48 Pullman Standard Photo

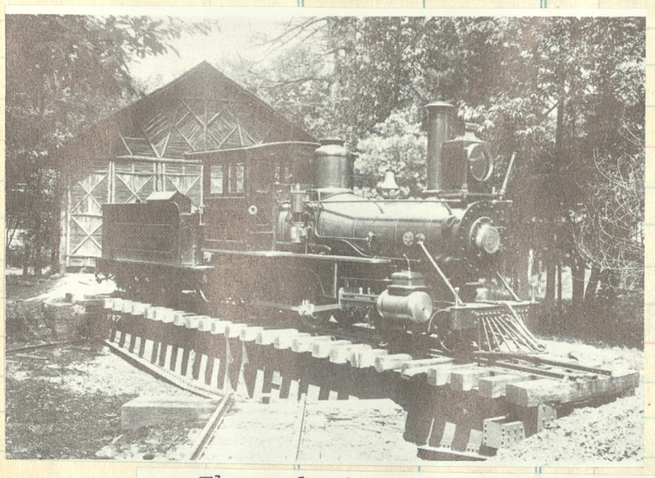
110

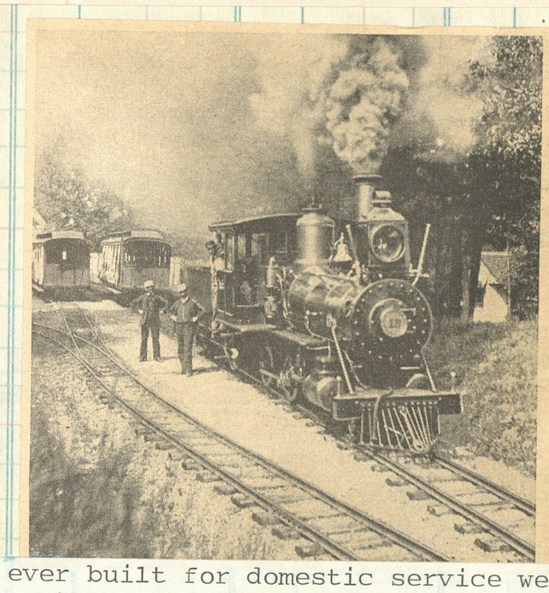
ON JUNE 22, 1889, Mr. Robert Coleman placed an order for a two-foot gauge 4-4-0 locomotive on the Baldwin Locomotive Works and specified delivery by July 4 in time for the rush of Independence Day picnickers on his Mt. Gretna narrow gauge line. Mr. Sam Vauclain, then shop superintendent, completed this little jewel in eight working days, on July 2, 1889. (Collection of C. A. Brown)

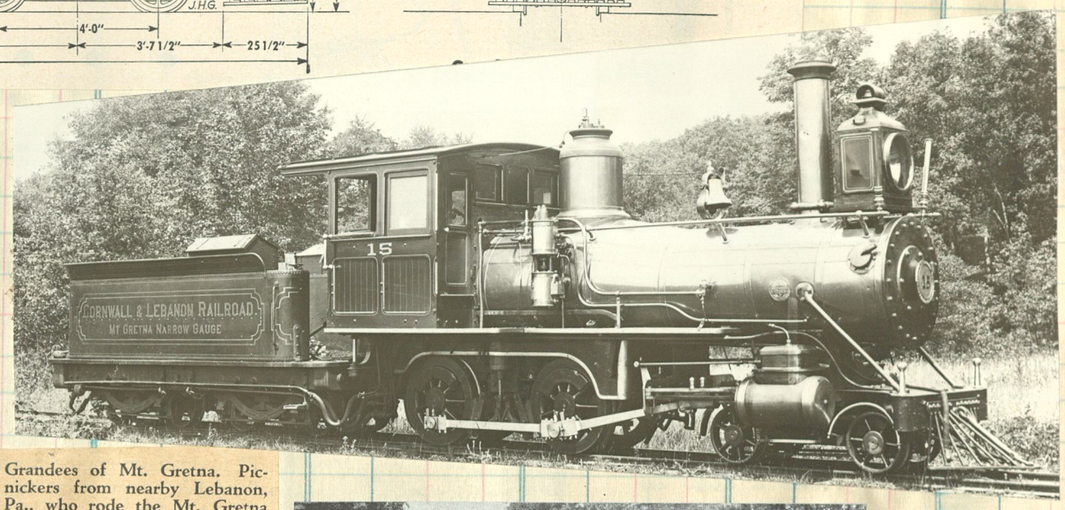




Sold	Amount	Clos. No.	Sold	Amount

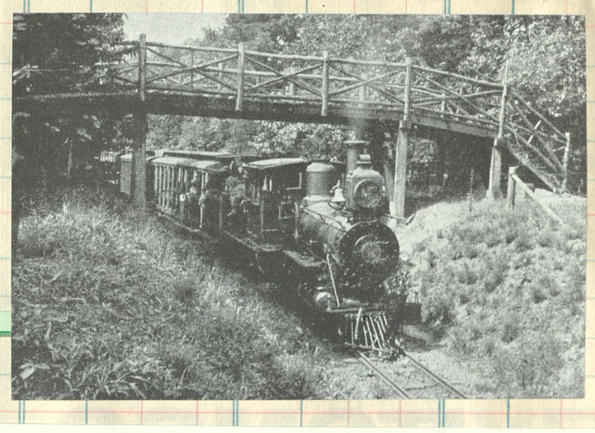






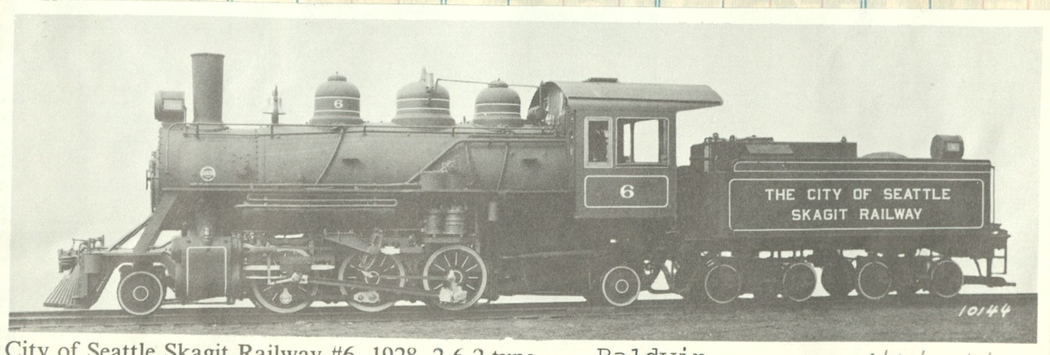
Grandees of Mt. Gretna. Picnickers from nearby Lebanon, Pa., who rode the Mt. Gretna narrow-gage sunny summer afternoons—as in August ~~1885~~, *left*—had more than scenery to admire. Look at the polished brass on No. 15, and those dandy trainmen's uniforms!

Luther Harpel



The only two foot gauge 4-4-0's ever built for domestic service were three delivered by Baldwin to the Mt. Gretna Narrow Gauge. The first, #12 c/n 10056, was built in June of 1889. #11, on the turntable, was delivered the next month, c/n 10100, and #15 was constructed in June 1890 c/n 10946. The little pike, 4 miles, existed less than a decade.

Skagit River Ry. little 2-6-2 #6 waits at City Light's Newhalem camp. The line ran from Rockport along the Skagit River to Newhalem, and on up to Diablo.
Warren Wing Collection



City of Seattle Skagit Railway #6, 1928, 2-6-2 type. Baldwin C/N 60440

These two monstrous yard engines were, according to Baldwin construction records, built for the Pickands, Mather & Co. #206 was delivered in 1929 under c/n 60787. The 210 c/n 64163 was built in 1940 and about the heaviest 0-8-0's ever built.

1929

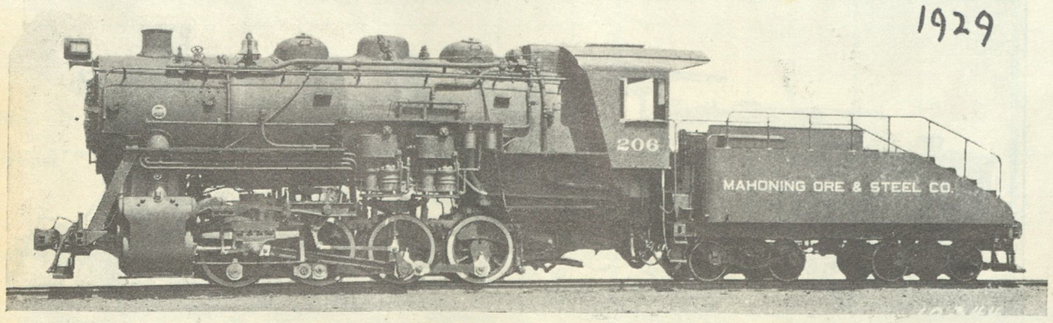
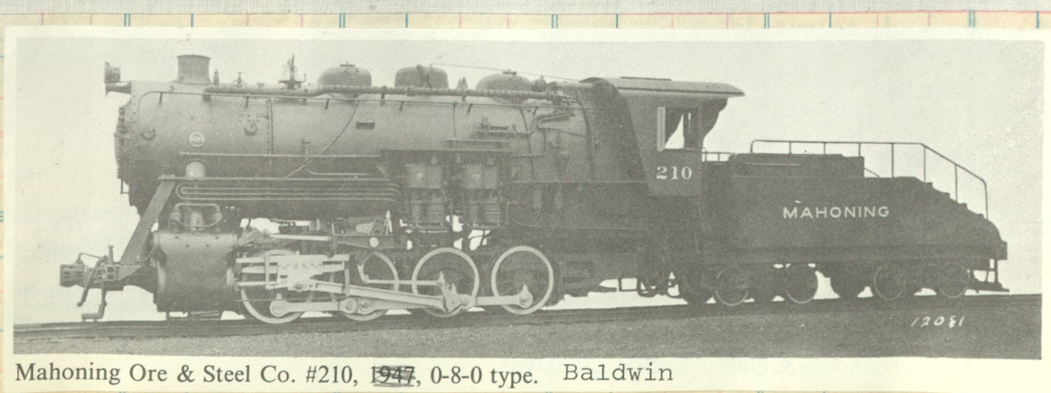


Fig. 3206—Type 0-8-0 (Eight-Wheel) Heavy Switching Locomotive. Built for Mahoning Ore & Steel Company by The Baldwin Locomotive Works.

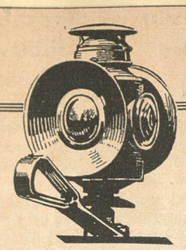
Gage	4 ft. 8½ in.	Evaporative heating surface	3,054 sq. ft.
Cylinders	25 in. x 28 in.	Superheating surface	680 sq. ft.
Steam pressure	240 lb.	Grate area	48.2 sq. ft.
Diameter of drivers	51 in.	Weight on drivers	258,400 lb.
Tractive force	60,100 lb.	Weight of tender	96,100 lb.
Driving wheel base	15 ft. 0 in.	Fuel	Soft Coal



Mahoning Ore & Steel Co. #210, ~~1947~~, 0-8-0 type. Baldwin

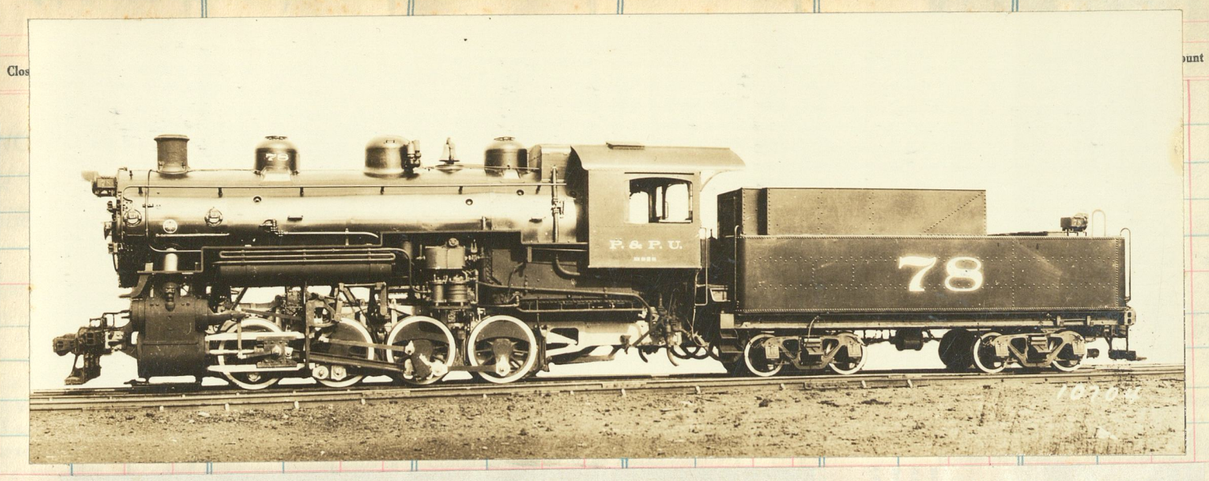
111

PEORIA AND PEKIN UNION RAILWAY COMPANY



SERVICE BETWEEN

Chicago & Illinois Midland Ry.
Chicago & North Western Ry.
Gulf, Mobile & Ohio RR.
Illinois Central Railroad
New York, Chicago & St. Louis, RR.
New York Central System
Pennsylvania Railroad
Atchison, Topeka & Santa Fe Ry.
Chicago, Burlington & Quincy RR.
Chicago, Rock Island and Pacific Ry.
Illinois Terminal Railroad
Inland Waterways Corp.
Minneapolis & St. Louis Ry.
Peoria Terminal RR.
Toledo, Peoria & Western RR.



In 1930 Baldwin delivered a handsome pair of 0-8-0's. #78 had c/n 61533

P. & P. U. Ry. Co.
and Peoria Gateway

FOR FAST SERVICE PEORIA-GATEWAY PEORIA & PEKIN UNION RY

Everybody's Gateway
Always Open

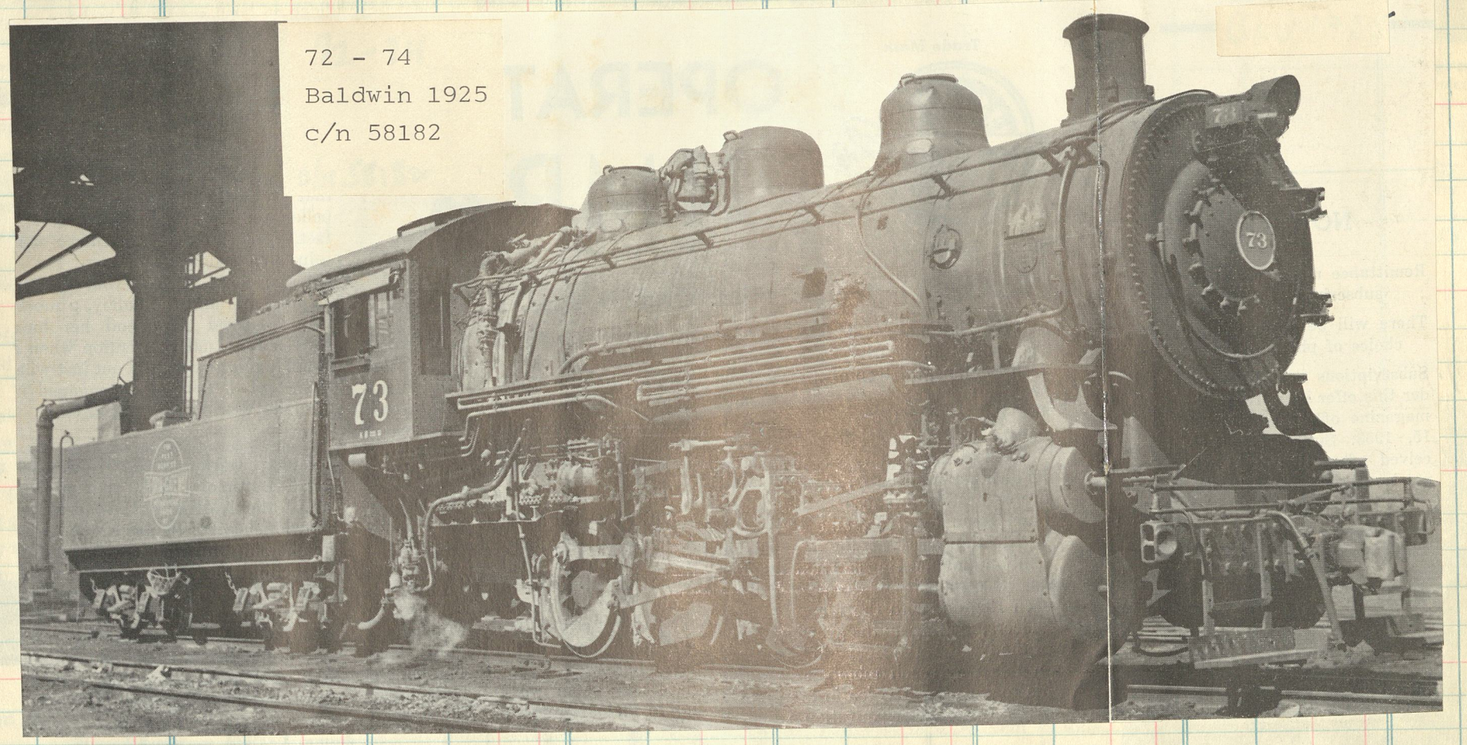
FOR FAST SERVICE PEORIA-GATEWAY PEORIA & PEKIN UNION RY

Peoria and Pekin Union Ry. Co.
Room 36, Union Station, Peoria 2, Ill.
E. F. Stock, General Traffic Manager
"One of America's Railroads
—In Partnership with All America"

S. R. Wood Collection

Peoria & Pekin Union No. 5 shows her age—but not all of it. When erected by Baldwin in 1875, she had her bell mounted on rear sand dome—common trait in switchers—a diamond stack and right-side water pump, and bore the legend Peoria & Springfield No. 3

72 - 74
Baldwin 1925
c/n 58182



25x28
51
$1,000

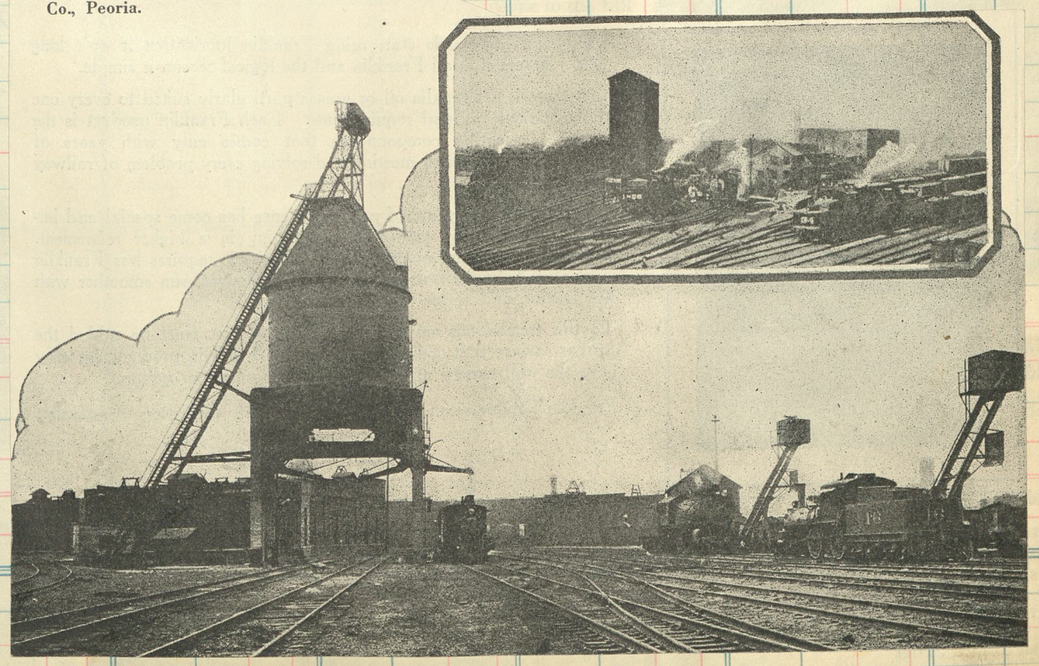
Railroad Photographs

The Peoria-Pekin local Eng 18 a 2-4-6T blt by Rogers 1893 (c/n 4851) as I.C.241, then 1424, to P&PU #18 in 1928

GRAVEYARD RUN

The Peoria and Pekin Union Railway Company is an intermediate switching line serving fourteen railroads in central Illinois, and this not overesthetic Forney type 2-4-6 engine handling a lone coach and running tank first is on its final run into Peoria before being scrapped. It had formerly been on the power roster of the Illinois Central.

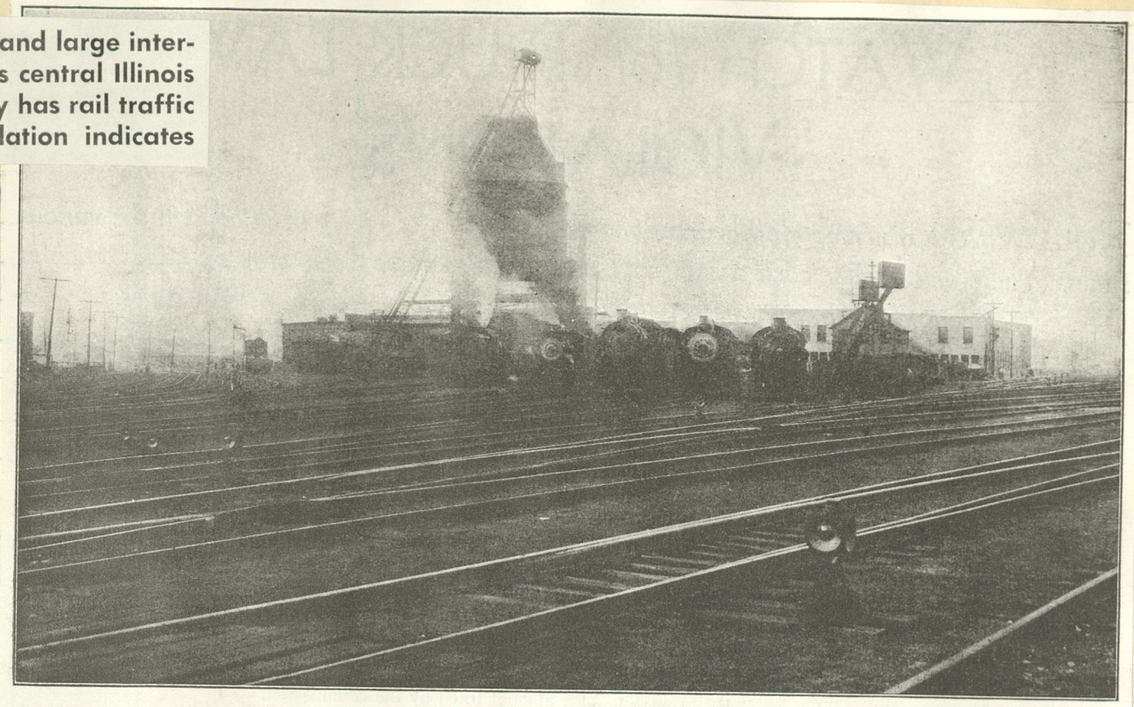
Mr. E. I. Rogers, Chief Engineer, Peoria & Pekin Union Railway Co., Peoria.



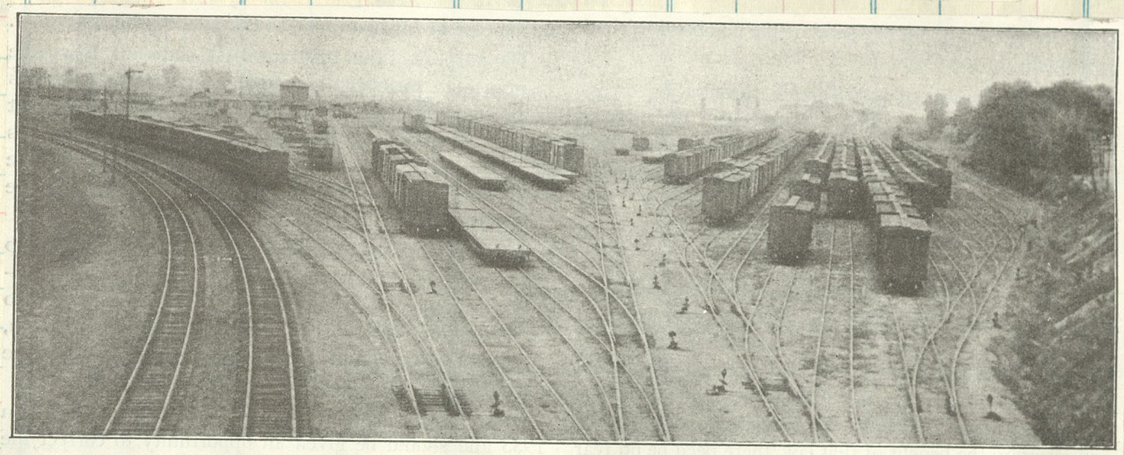
112

#77 works the E Peoria Yard-

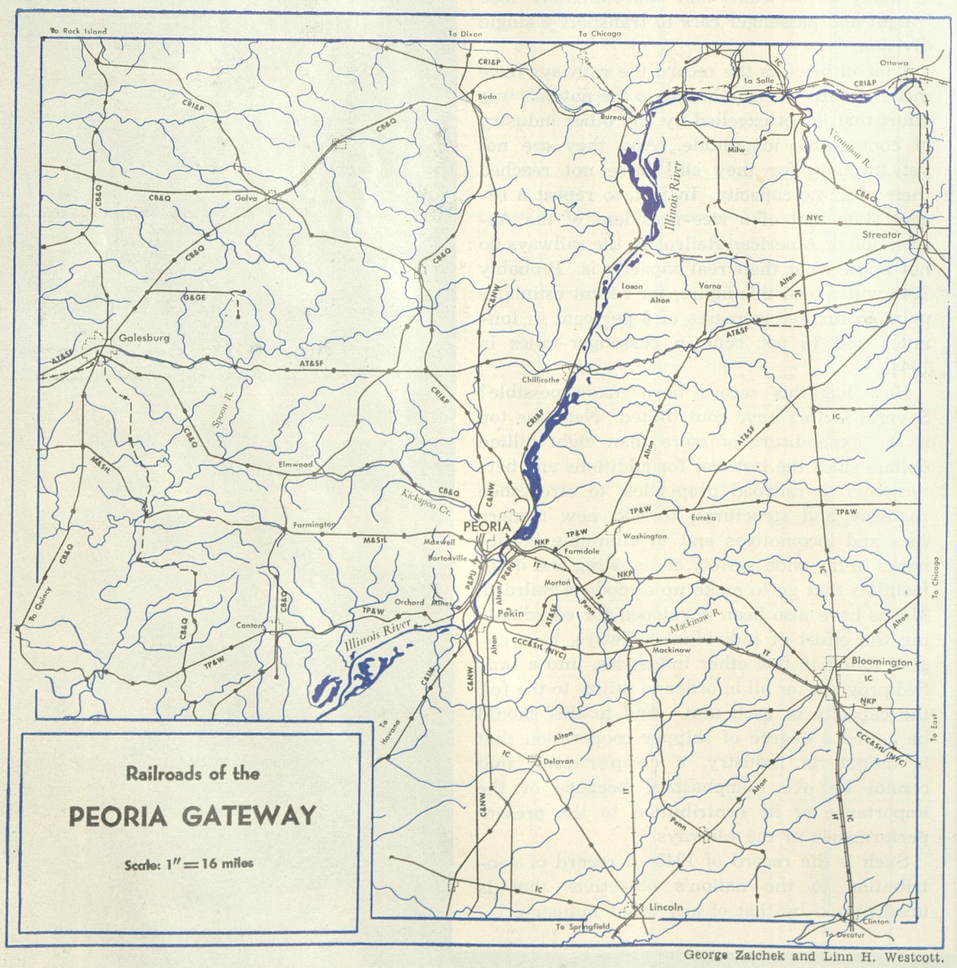
With 14 railroads and large interchange traffic, this central Illinois manufacturing city has rail traffic larger than population indicates



ROUNDHOUSE
Here is a portion of the roundhouse and shop facilities of the Peoria & Pekin Union Railroad at Peoria, Ill.



CLASSIFICATION YARD
A striking view of the East Peoria Classification Yard of the Peoria & Pekin Union Railroad. looking north from Wesley.



George Zaichek and Linn H. Westcott.

ern.

HISTORY

The P. & P. U. was formed from two other lines: the Peoria, Pekin & Jacksonville and the Peoria & Springfield.

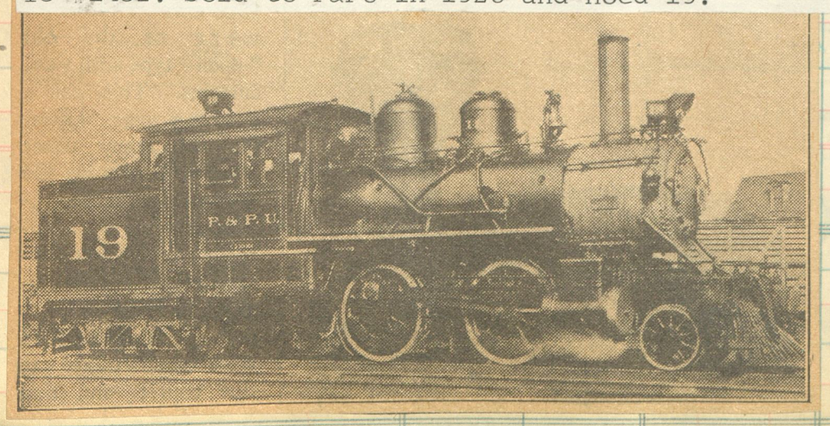
The first of these lines was incorporated in Illinois in 1863. It represented the consolidation of two earlier railroads: the Illinois Valley, incorporated in 1853, and the Peoria & Hannibal, incorporated in 1854.

The Peoria & Hannibal, in turn, had been known as the Nacomb, Vermont & Bath Railroad, which had been incorporated in 1853; and it had acquired the Peoria & Warsaw, chartered by the Illinois legislature in 1839.

Total mileage of the P. & P. U. when first operated in 1882 was 47, of which about 18½ was main track.

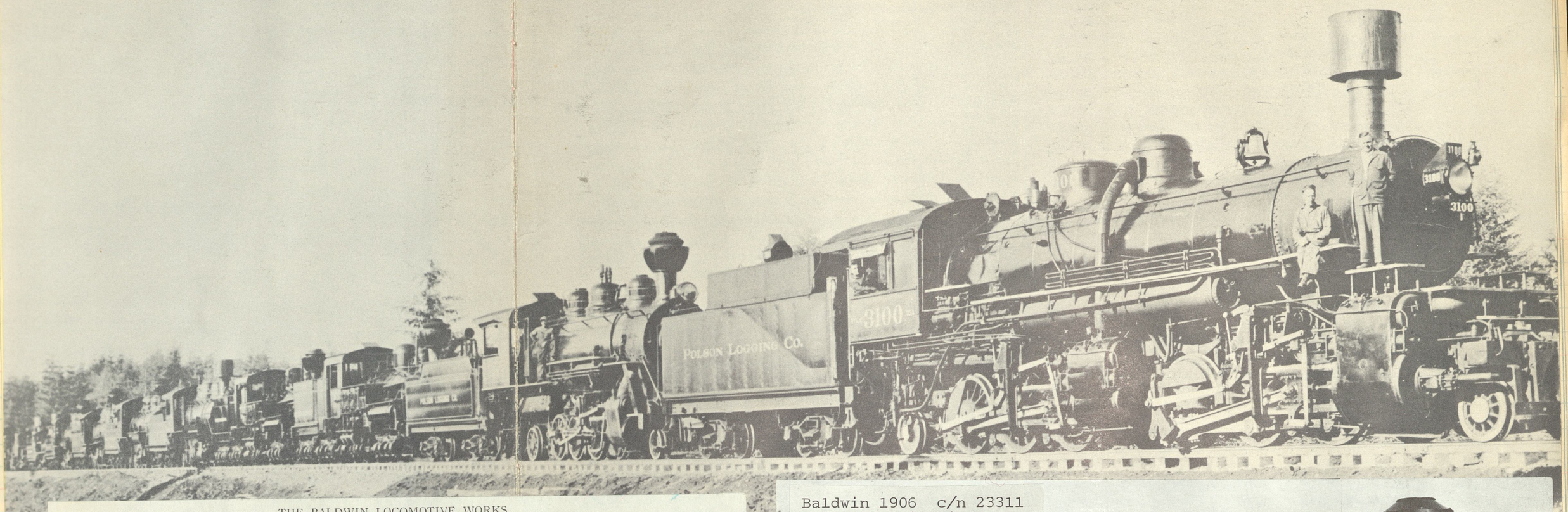
Today it has 26½ miles of main track with nearly 160 miles of total track. Passenger service was discontinued in 1931

B1t as I11 Cent #249 by Rogers 1895 (c/n 5082)later IC #1432. Sold to P&PU in 1928 and noed 19.



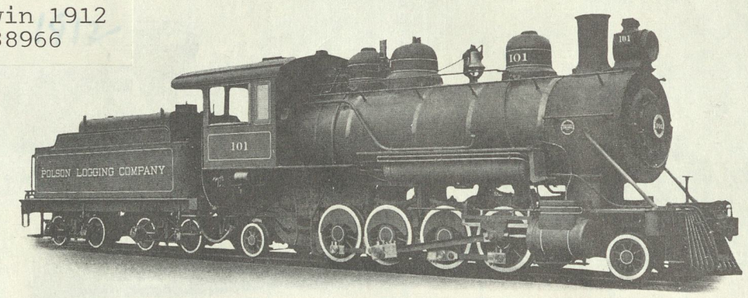
Left to right↑ at the P&PU roundhouse, the lineup includes an IC 2-8-2, Big Four 4-8-2 and NKP Mike.

RAYONIER



THE BALDWIN LOCOMOTIVE WORKS

Baldwin 1912
c/n 38966



Mikado Type Locomotive for the Polson Logging Co., Hoquiam, Washington

Class 12-30¼-E, 31

Code Word, REDAMP

GENERAL DIMENSIONS

Gauge	4′ 8½″	Heating Surface—Firebox	140 sq. ft.
Cylinders	18″ x 24″	Tubes	1968 sq. ft.
Boiler—Diameter	70″	Total	2108 sq. ft.
Working Pressure	180 lbs.	Grate Area	25.5 sq. ft.
Fuel	Oil	Driving Wheels—Diameter	44″
Firebox—Length	89 11/16″	Truck Wheels—Front, Diameter	28″
Width	41″	Back, Diameter	28″
Tubes—Number	291	Wheel Base—Driving	12′ 1″
Diameter	2″	Total Engine	27′ 3″
Length	13′ 0″	Total Engine and Tender	50′ 5½″
		Weight, Estimated—	
		On Driving Wheels	113,550 lbs.
		Total Engine	141,150 lbs.
		Total Engine and Tender	222,000 lbs.

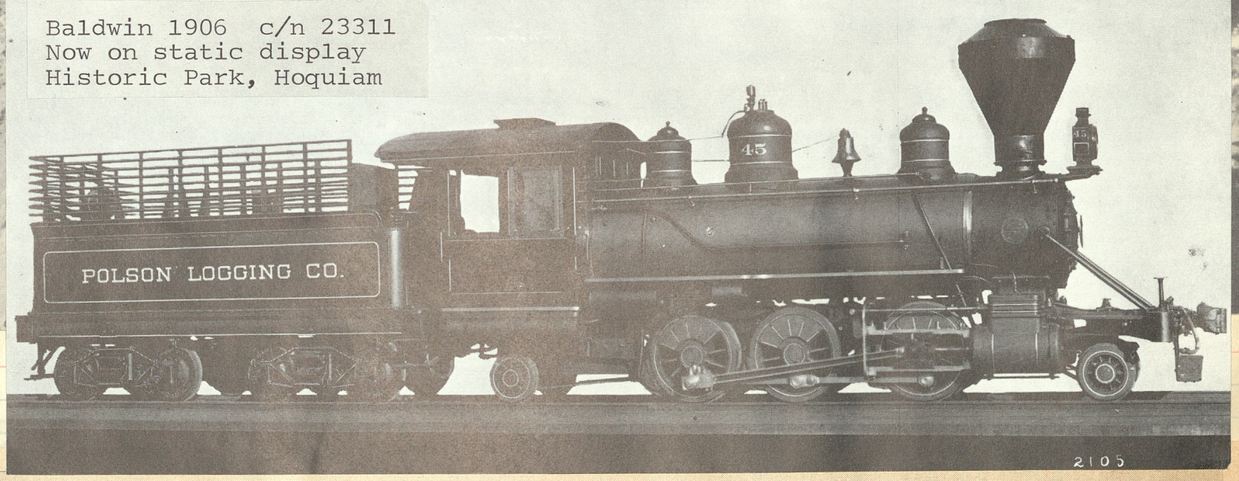
Tank Capacity—Water	4,000 gals.
Oil	2,000 gals.

Service Conditions—
Curves, 30 degrees.

Hauling Capacity in tons of 2,000 pounds, exclusive of Engine and Tender:

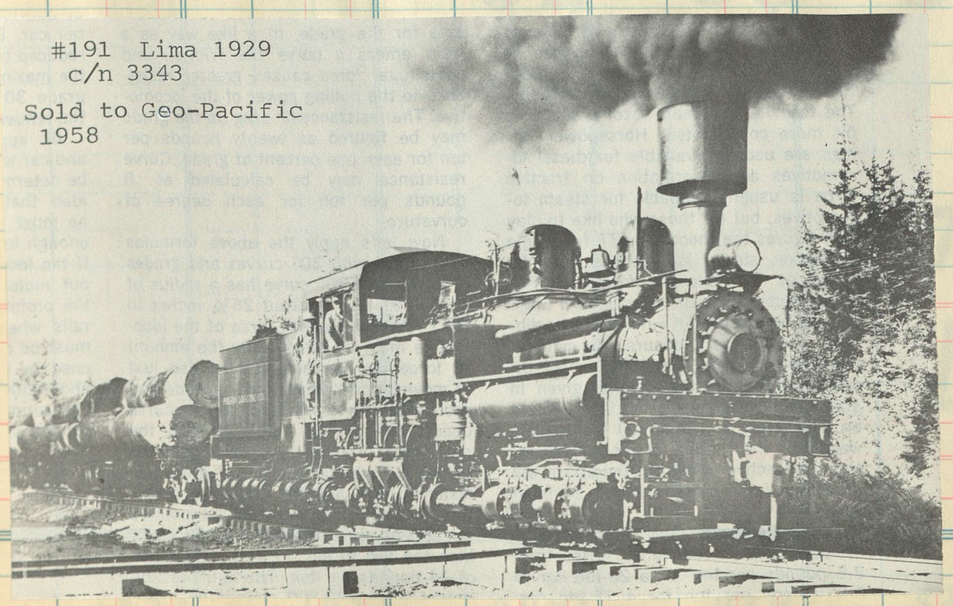
On a Level	2,910 tons
" ½ per cent. grade	1,375 tons
" 1 " " "	850 tons
" 2 " " "	450 tons
" 3 " " "	285 tons
" 4 " " "	200 tons
" 5 " " "	140 tons
" 6 " " "	100 tons

Baldwin 1906 c/n 23311
Now on static display
Historic Park, Hoquiam



#191 Lima 1929
c/n 3343

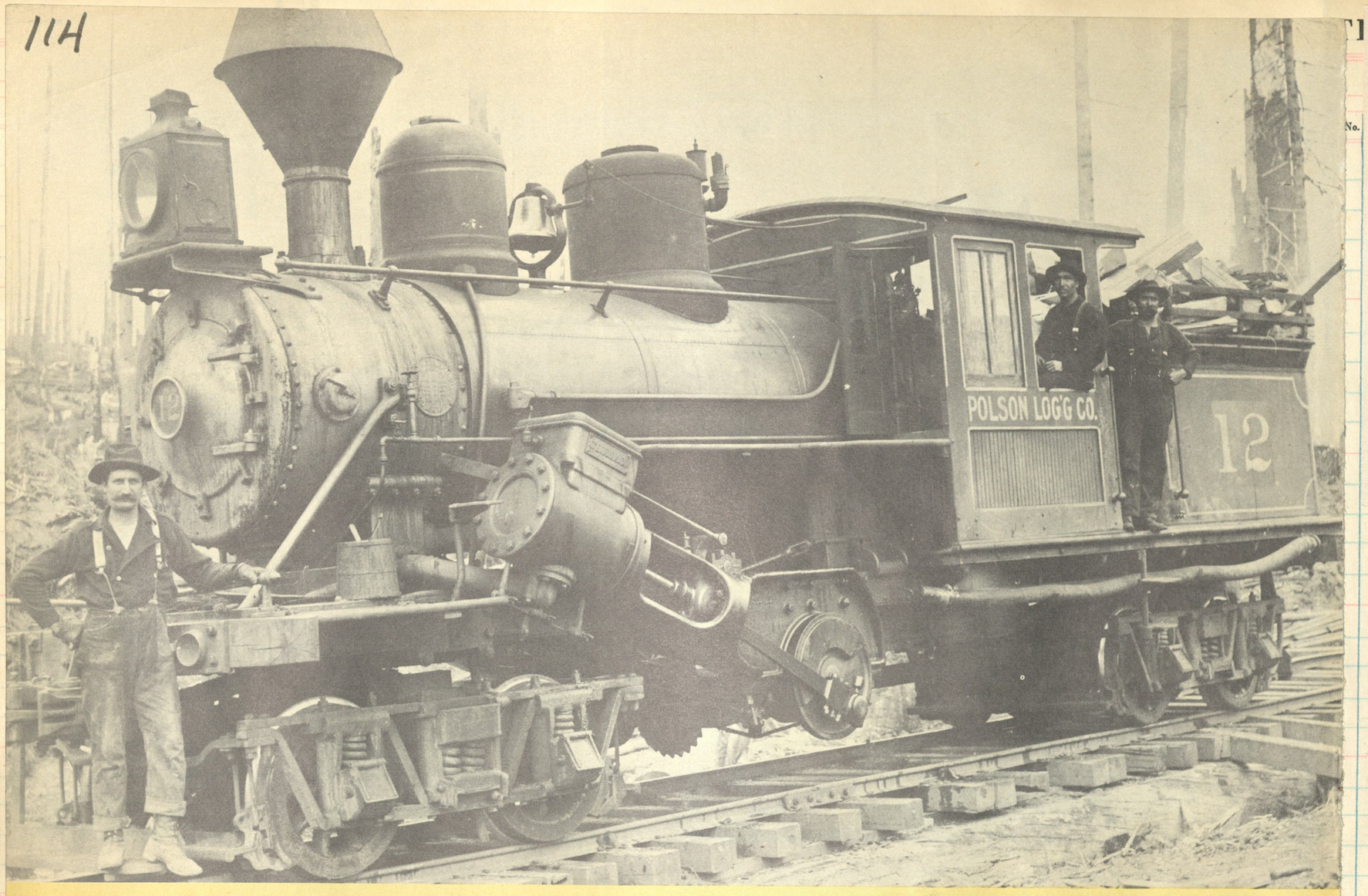
Sold to Geo-Pacific
1958



Stewart Holbrook Collection

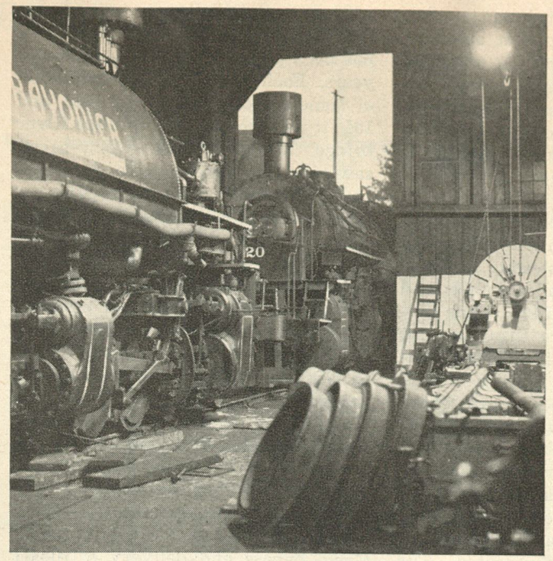
Around 1920 the Polson Logging Co. of Hoquiam, Wash., lined up its motive power for a family portrait. Our author, Stewart Holbrook, who says this is his favorite logging-photo, rode on or behind most of these 14 locomotives back in the days when he worked as a lumberjack.

114



This Climax geared locomotive once found wide acceptance in the woods, but gradually gave way to the superior Shay. The difference between this engine's power transmission system and the Shay's can be readily seen. Power was transmitted through two connecting rods to a driveshaft running beneath the center of the frame. This driveshaft was in turn geared to all wheels on both sides of the engine.

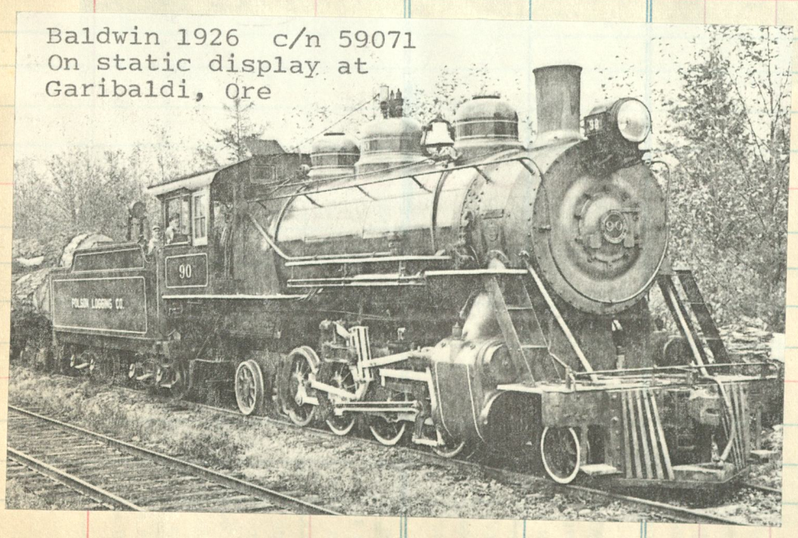
Engineers, firemen, rail, and ties seldom lasted long in service with this engine, for the pile-driving action of the Climax shook everyone and everything loose. It is small wonder that the Shay was preferred.

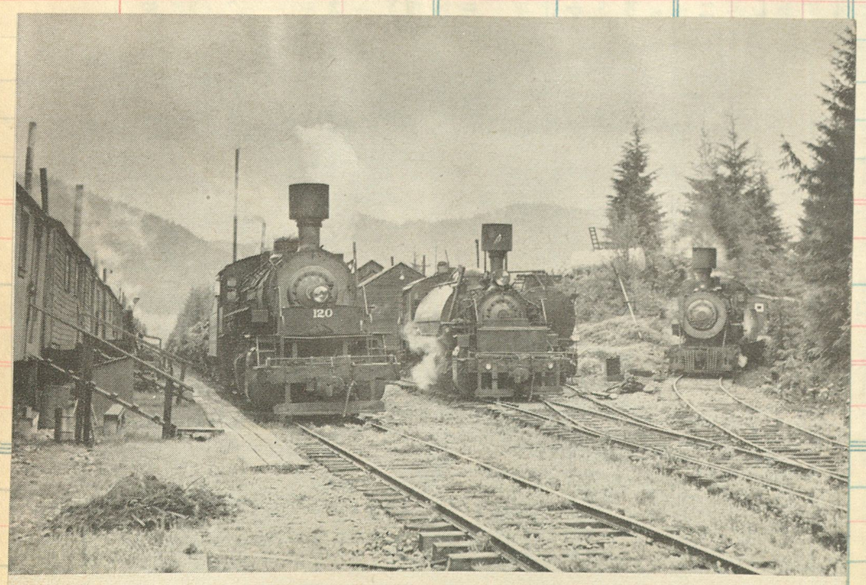


SHOP at Railroad Camp has saddletank 110 over the drop pit and 2-6-6-2 Mallet 120 peering inside to see what's going on.

"OUTHOUSE ON WHEELS" is irreverent but descriptive title given Rayonier "caboose" by writer-photographer Stan Kistler.

Baldwin 1926 c/n 59071
On static display at
Garibaldi, Ore





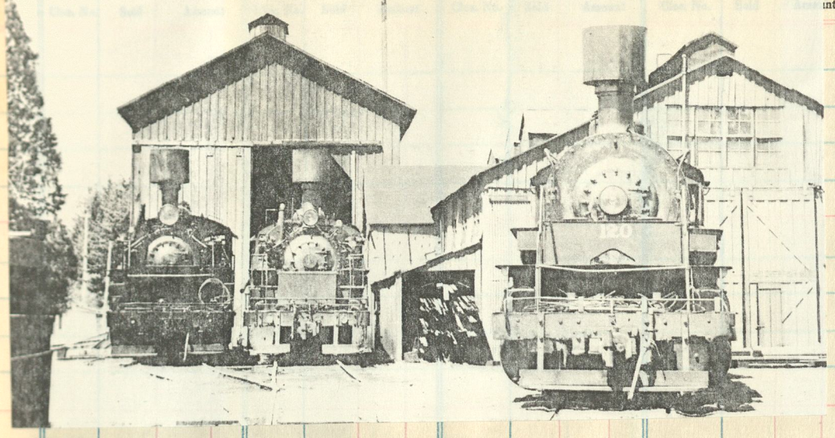
ALL THE SPIRIT of big-time steam logging on rails comes alive at Camp 14 as 2-6-6-2 No. 120 brings a log train down the main while engines 111 and 2 steam on ready tracks.

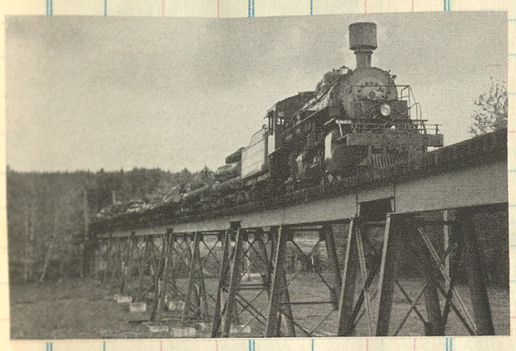
Baldwin 1937 c/n 62064
Ex Weyerhaeuser 2nd #110
Now Calif Western #45

John Shaw

Rayonier, Inc. 111, a 2-6-6-2T, at Camp 3 in western Washington. June 1961

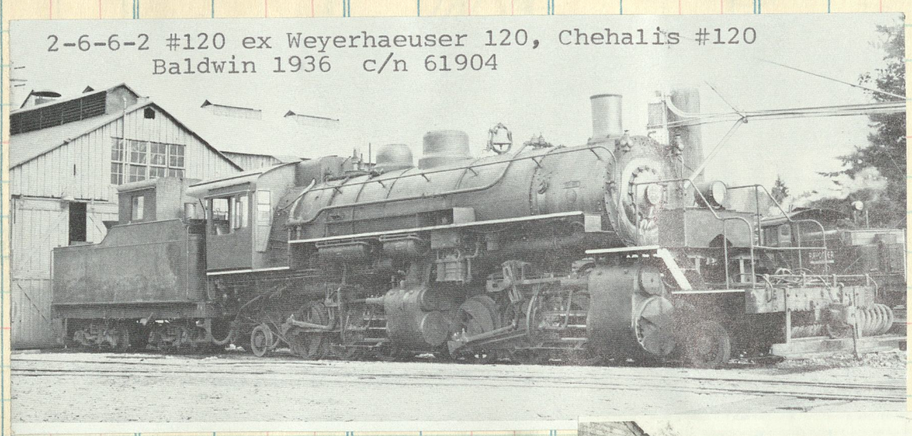
Below, a row of husky Mallets guard the engine shed at Railroad Camp in May of 1959. (Al Farrow

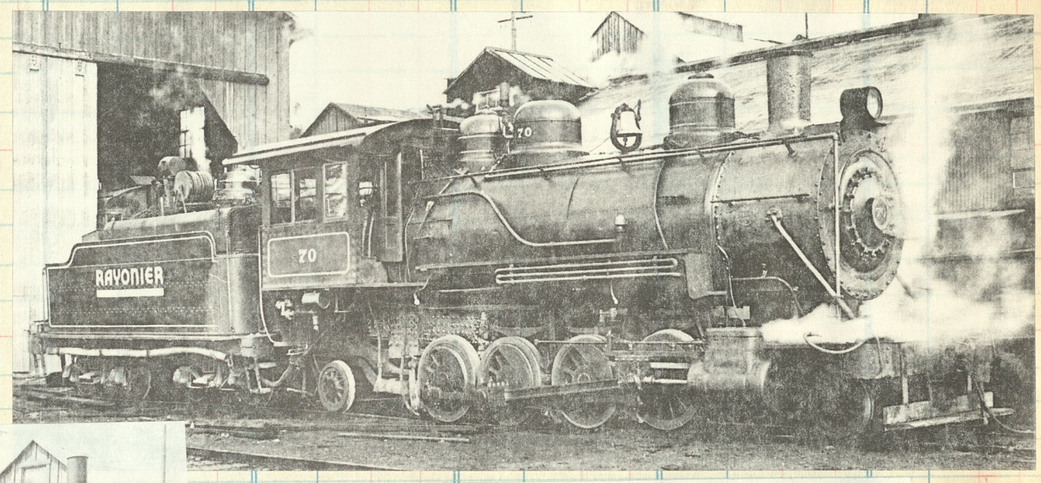




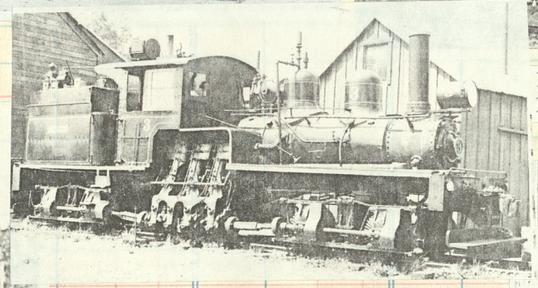
Baldwin compound No. 38, bringing a log train over Humptulips River, began life with Weyerhaeuser, did a common-carrier stint on Sierra.

2-6-6-2 #120 ex Weyerhaeuser 120, Chehalis #120
Baldwin 1936 c/n 61904

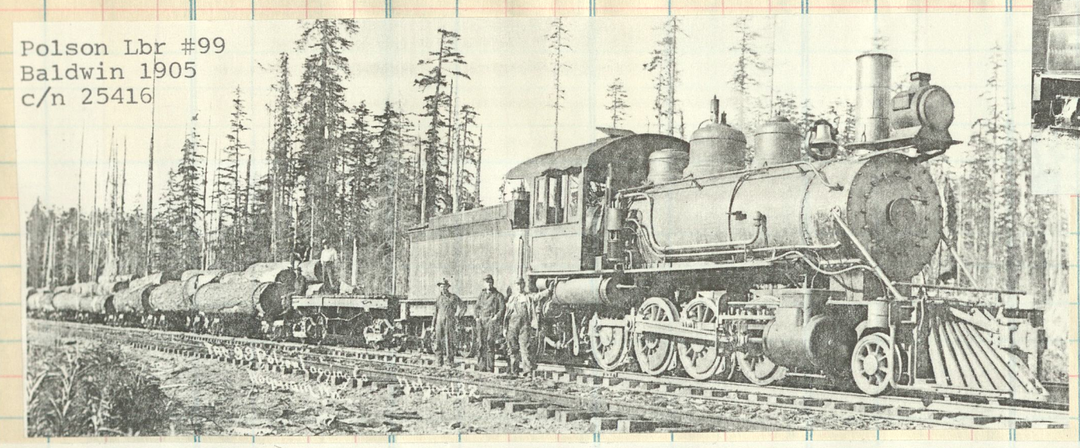




Ex Polson #70 Blt by Baldwin 1922 c/n 55355
Reported in storage at Snoqualmie Falls, Wn

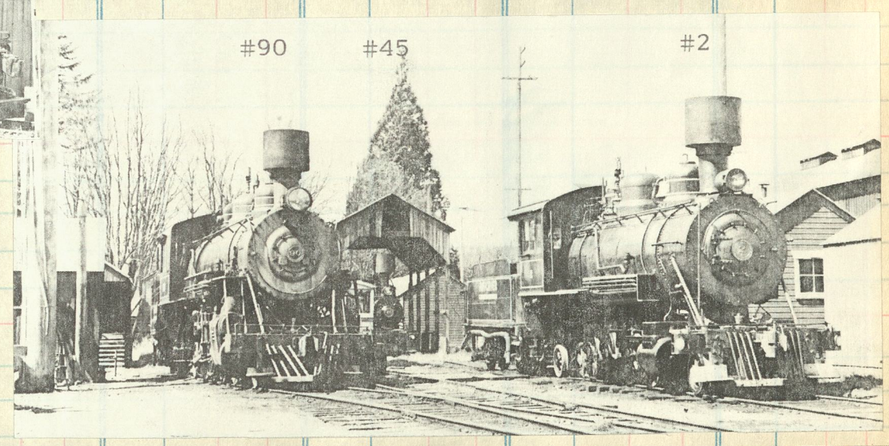


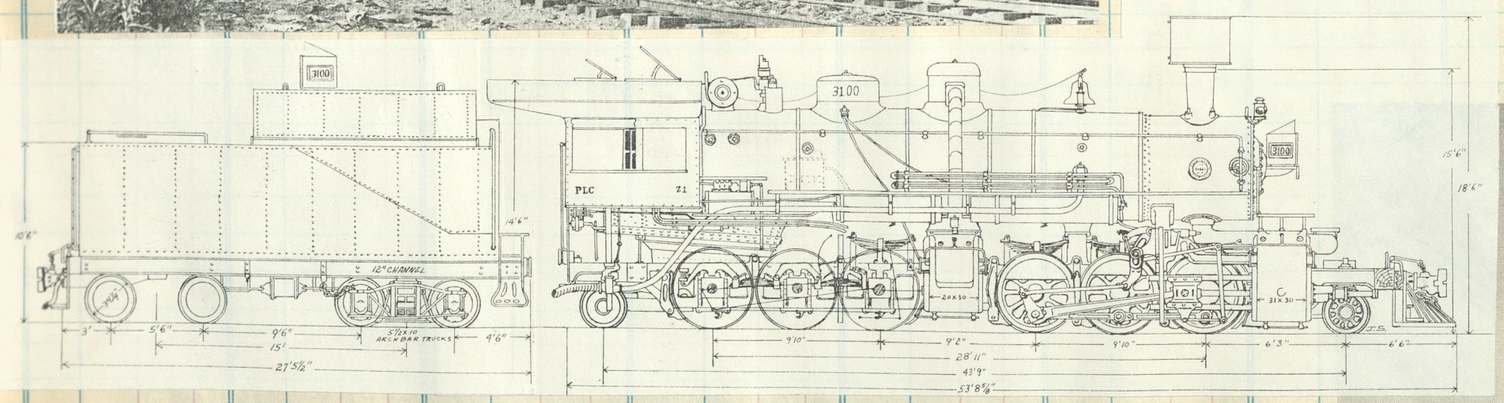
Polson Lbr #99
Baldwin 1905
c/n 25416



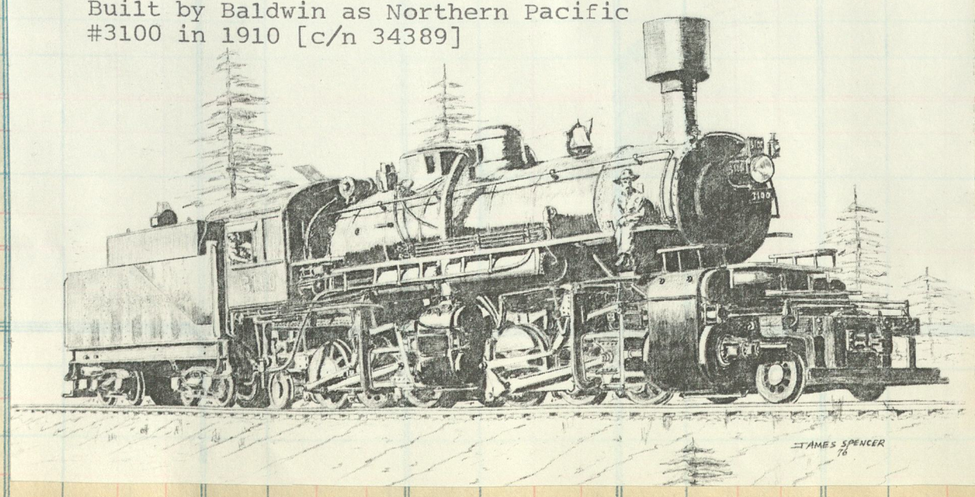
Shay #3 blt by Lima 1910 c/n 2305. Org Kootenay Log #2, to Polson #3. Now on display Promised Land Park in Seattle

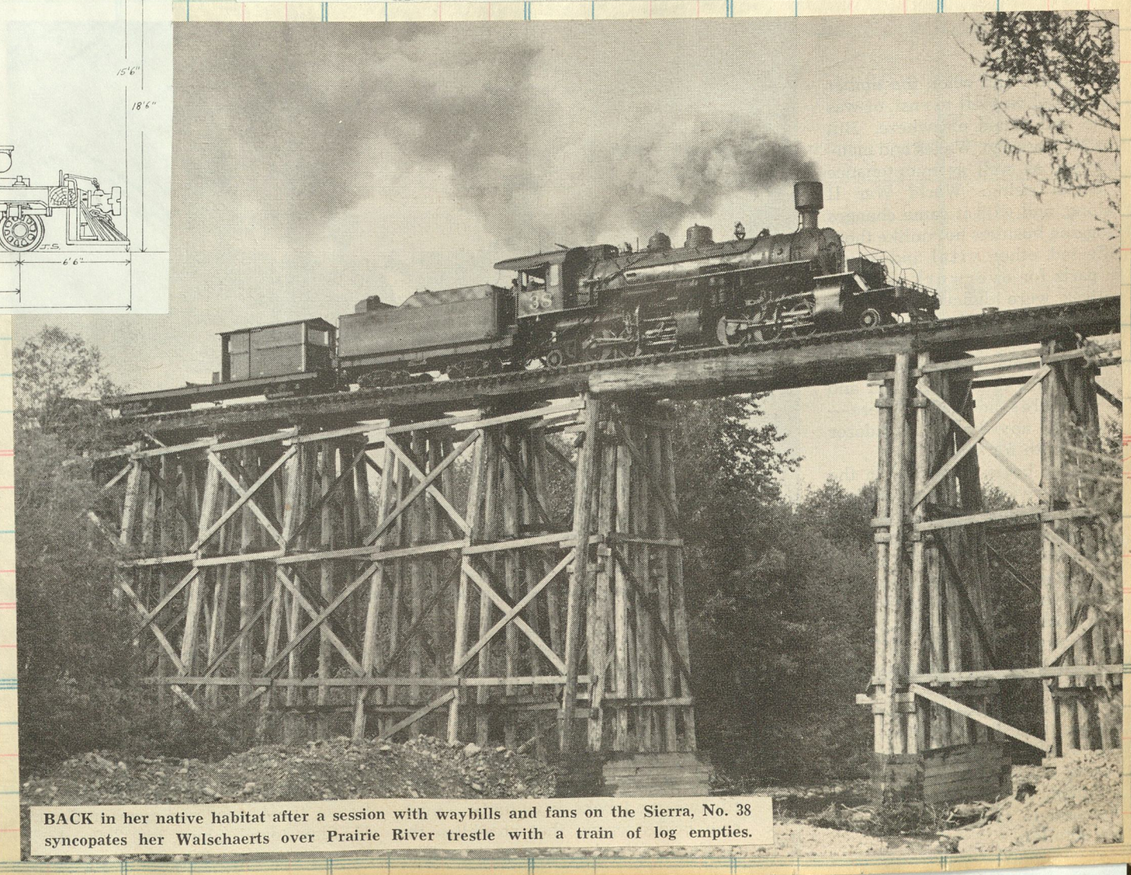
#90 #45 #2





Built by Baldwin as Northern Pacific #3100 in 1910 [c/n 34389]





BACK in her native habitat after a session with waybills and fans on the Sierra, No. 38 syncopates her Walschaerts over Prairie River trestle with a train of log empties.

116

CHICAGO AND NORTHERN PACIFIC RAILROAD CO.

D. S. Wegg, President.
H. S. Boutell, Sec'y & Gen. Sol'r.
S. R. Ainslie, Gen. Manager.
J. A. Barker, Gen. Aud., New York.
Edward Shearson, Auditor.
C. W. Hillman, Asst. Treasurer
Henry S. Hawley, Gen. Agent.
Gavin Campbell, Gen. Supt.
E. R. Knowlton, Superintendent.
J. W. Kendrick, Chief Engineer.
W. G. Pearce, Gen. Purch. Agt.
J. McNaughton, Supt. Motive Power, Waukesha, Wis.
O. C. Greene, Supt. Tel., St. Paul, Minn.
General Offices—Grand Central Passenger Station, Chicago, Ill.

TERMINAL ROAD, extending from Chicago to Thatcher's Park, Ill., and furnishing Chicago Freight and Passenger Terminals to the WISCONSIN CENTRAL LINES (N. P. R.R. Co., Lessee), the CHICAGO GREAT WESTERN RY., and the BALTIMORE & OHIO R.R.

SUBURBAN LINE, from Chicago to the following stations:

Main Line—Chicago, Halsted Street, Blue Island Avenue, Ashland Avenue, Ogden Avenue, Douglas Park, Fortieth street junction, Crawford Avenue, Forty-fifth Street, Forty-eighth Street, Central Avenue, South Ridgeland, Kirwin, South Oak Park, Forest Home, Altenheim, River Forest and Thatcher's Park (12.2 miles).

Harlem Division—Colorado Avenue, Madison Street, Marvin, Moreland, Linden Park, Austin, Franklin Avenue, Erwin, East Avenue, Oak Park, Harlem, Conway Park, Altenheim (11.6 miles) and Cemeteries.

Chicago Central Division—Twenty sixth Street, Brighton, Garfield Boulevard, 59th Street, 63d Street, 69th Street, 72d Street, Oakley Avenue, 77th Street, 79th Street, Edgemoor, 91st Street, Longwood, 99th Street, Tracy Avenue, 107th Street, Morgan Park, 118th Street, 119th Street, Hanson Park, Burr Oak Avenue, Blue Island.

All trains leave Chicago from Gd. Cent. Pas Station, Harrison St. & 5th Ave.

Via Main Line—Trains leave daily, except Sunday, 6 10, 7 00, 8 20, 10 20 a.m. 1 30, 2 15, 4 15, 5 20, 5 40, 6 30 p.m. Sundays, 8 20, 10 20 a.m., 1 30, 5 40 p.m.

Via Harlem Division—Trains leave daily, except Sunday, 6 10, 8 20, 10 20 a.m., 12 or noon, 1 30, 2 15, 3 15, 4 15, 5 15, 5 40, 5 55, 6 10, 6 30, 7 30, 9 30, 11 30 p.m. Sundays, 8 20, 10 20 a.m., 12 or noon, 1 30, 2 15, 3 10, 5 40, 7 30, 9 30, 11 30 p.m.

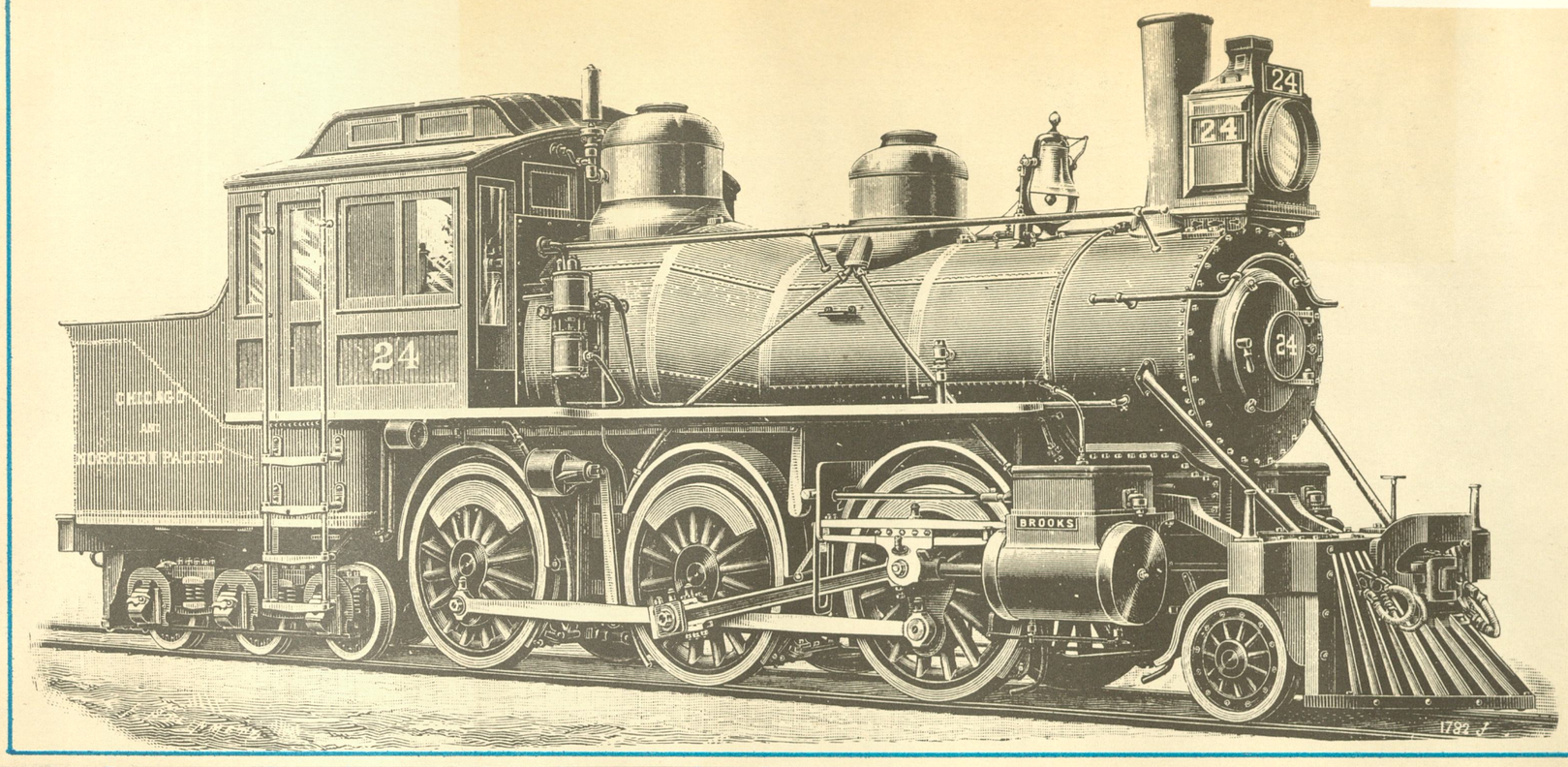
Via Central Division.—Trains leave daily, except Sunday, 6 55, 10 00 a.m., 1 20, 4 10, 5 10, 6 20, 8 10, 11 35 p.m. Sundays 1 20, 5 10, 11 35 p.m.

May 14, 1893.

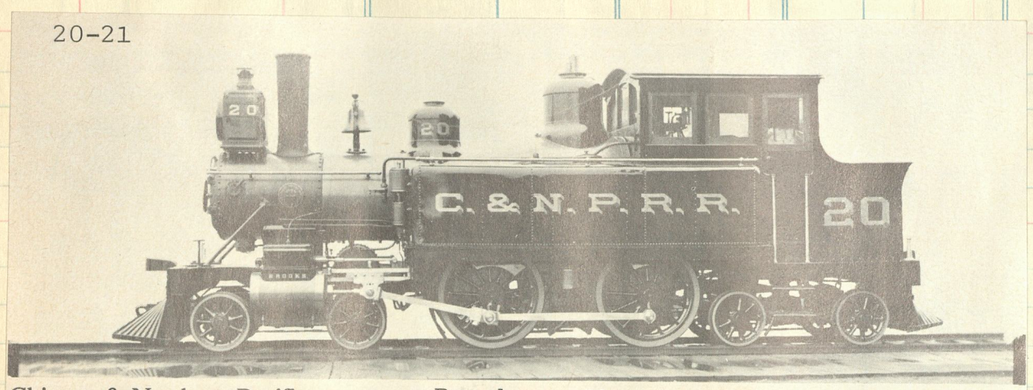
Org as Chicago & Great Western, then as Chicago & Northern Pacific, to Chicago Terminal Transfer and finally as Baltimore & Ohio Chicago Terminal.

CHICAGO & NORTHERN PACIFIC

22 - 24
Brooks 1890
c/n 1780

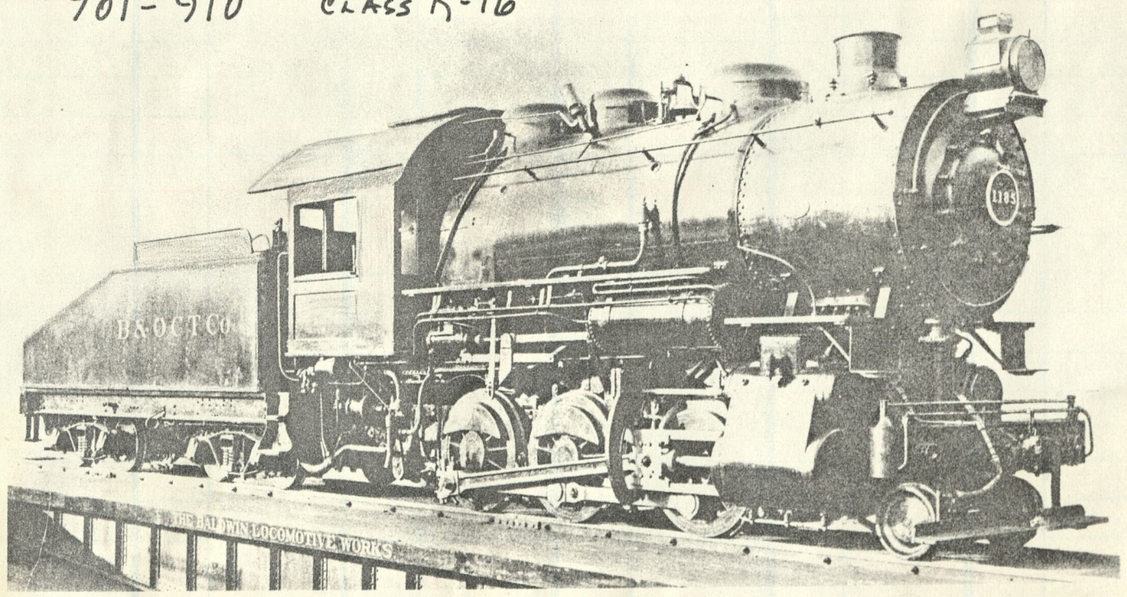


20-21

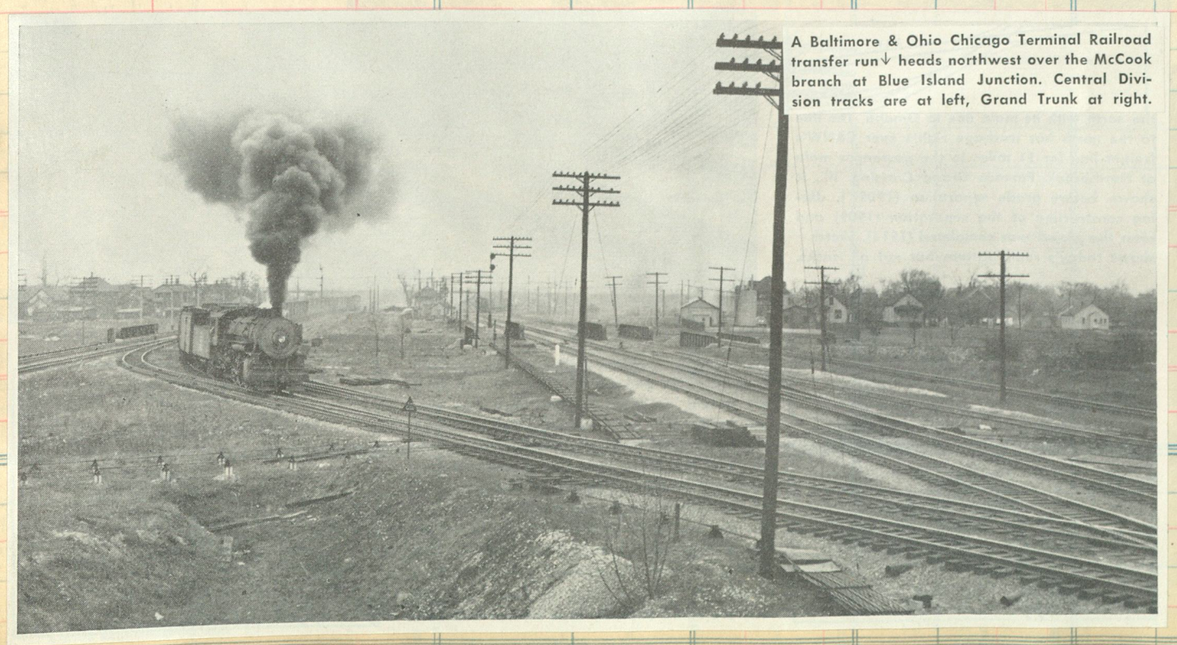


Chicago & Northern Pacific Brooks 20 4-4-4T 1891 57" 50T

901-910 Class K-16



Baltimore & Ohio (Chicago Terminal)	1185	2-6-0	Baldwin	1911
21 x 26"	200 psi	52"	177,100 lbs.	37,400 lbs.



A Baltimore & Ohio Chicago Terminal Railroad transfer run ↓ heads northwest over the McCook branch at Blue Island Junction. Central Division tracks are at left, Grand Trunk at right.

WEST PALM BEACH TERMINAL (FLA) STATION.

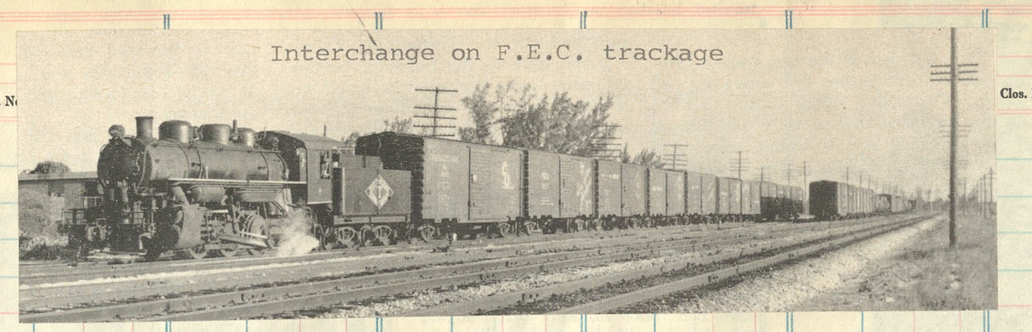
NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE To Make Short Sheet

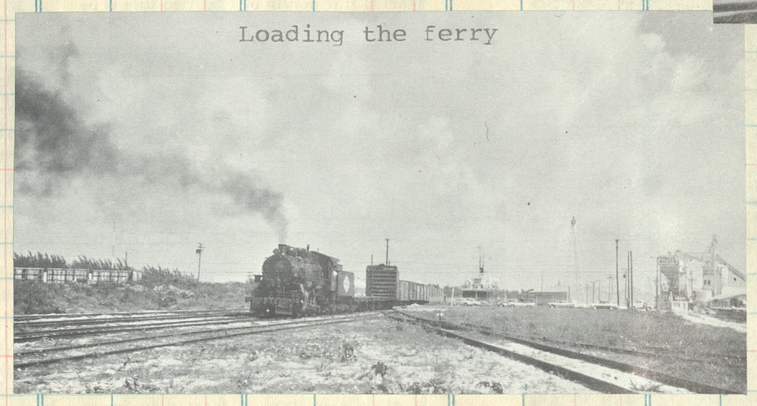
117

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

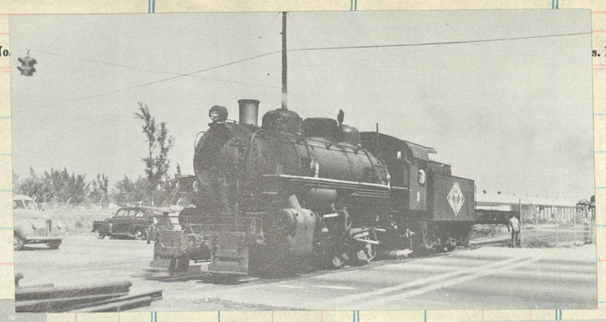


Interchange on F.E.C. trackage

0-6-0 #9 ex USA
blt by Alco 1942



Loading the ferry



#210, ex F.E.C.0-6-0 Schen 1924

MOREHEAD AND NORTH FORK RAILROAD COMPANY.

#11, a 2-6-2, was built by Baldwin in 1909 [c/n 33333] as the Kanawha, Glen Jean & Eastern #200.

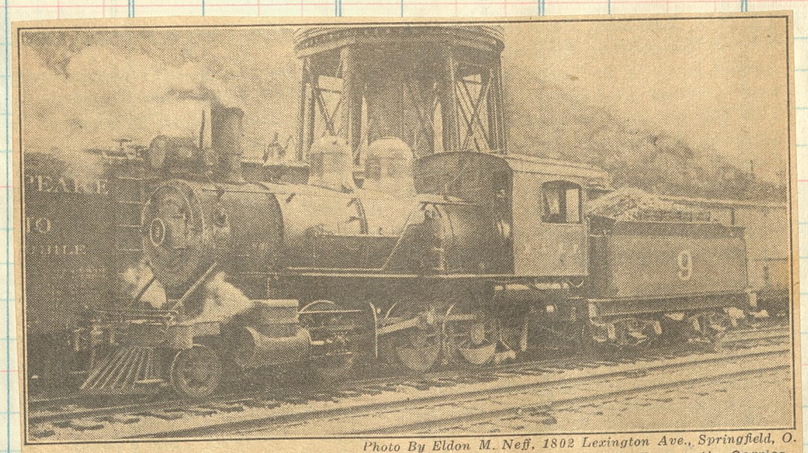


Photo By Eldon M. Neff, 1802 Lexington Ave., Springfield, O.

This Little Mogul on the Morehead & North Fork, a Kentucky Railroad, Frequently Carries Freight Consignments in Her Cab, When Their Weight and Bulk Doesn't Warrant the Use of a Freight Car

Frank Barry.

118

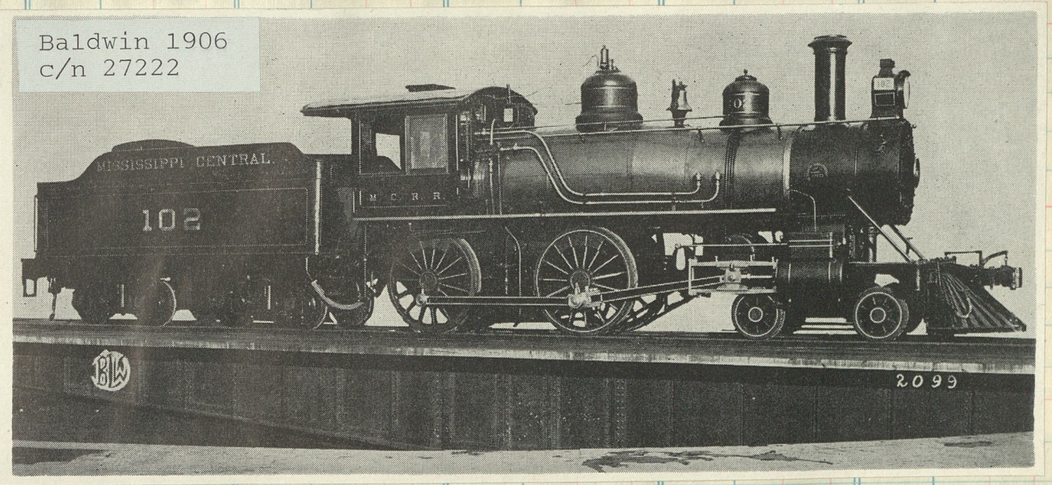
MISSISSIPPI CENTRAL

Brooks, c/n 63072, 1921

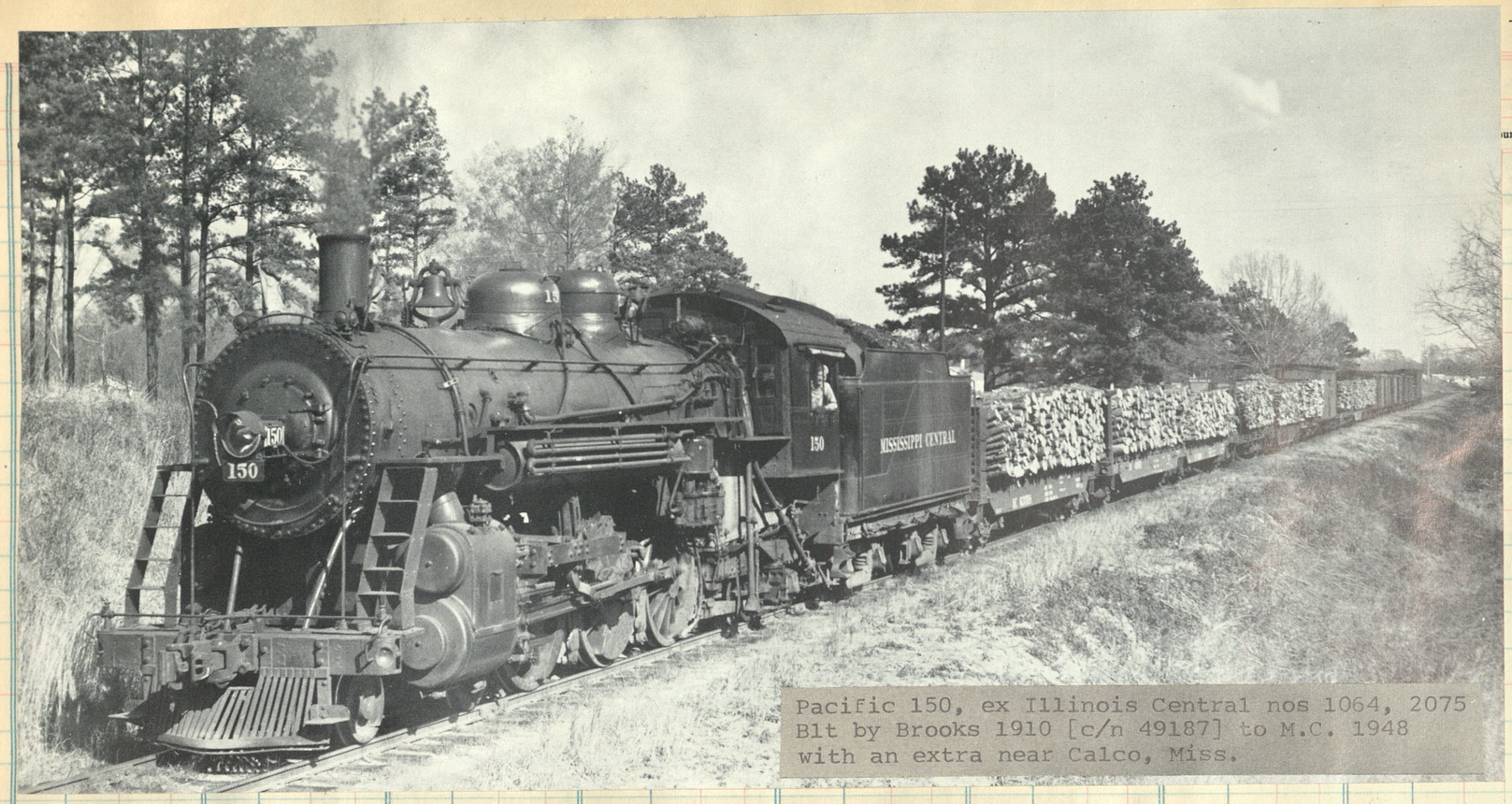
FRESHLY PAINTED Mike 120 recalls Mississippi Central's passenger service (it died in 1944) as she rambles along in 1948 with the annual directors' special — a wooden buffer coach plus a business car of similar construction.

The 102 leads her train out of Quentin

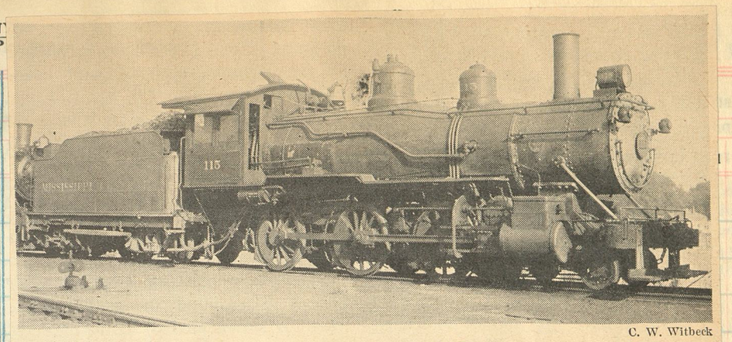
Baldwin 1906
c/n 27222



#102, three and half decades later, at Brookhaven, Miss.



Pacific 150, ex Illinois Central nos 1064, 2075
Blt by Brooks 1910 [c/n 49187] to M.C. 1948
with an extra near Calco, Miss.

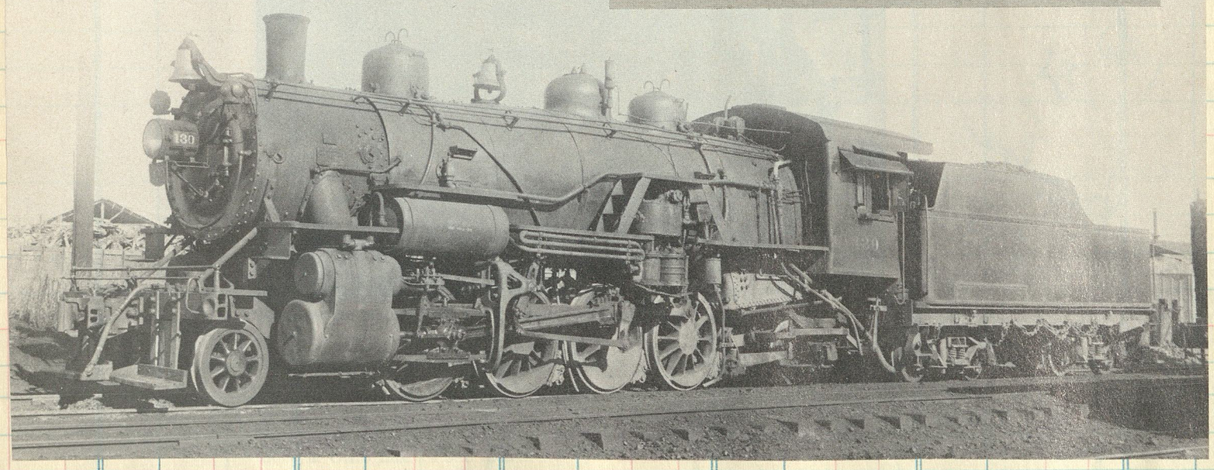


C. W. Witbeck

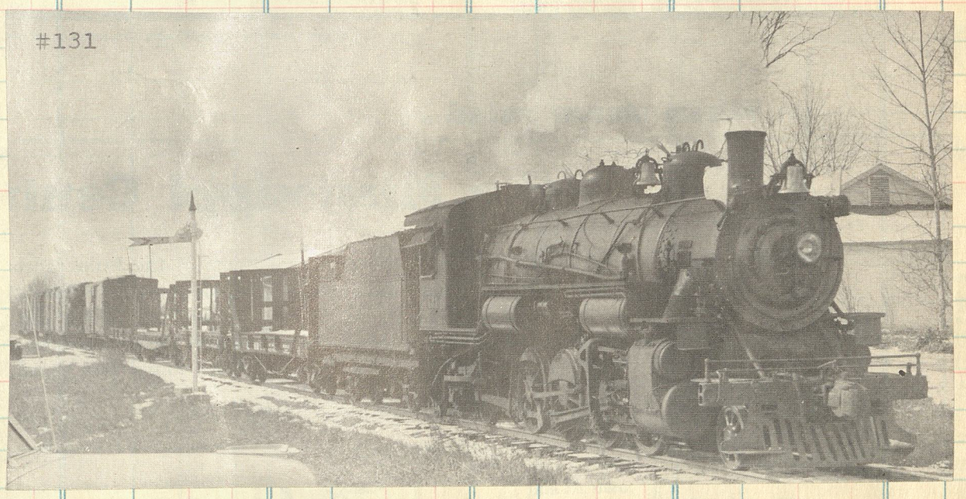
MISSISSIPPI CENTRAL'S ENGINE 115 AT HATTIESBURG, MISS.

2-8-2 #141 Hattiesburg 1940
Schenectady 1923 c/n 64916
foto by O K M

130-131 Brooks 1923



#131



Schenectady 1909
c/n 45921

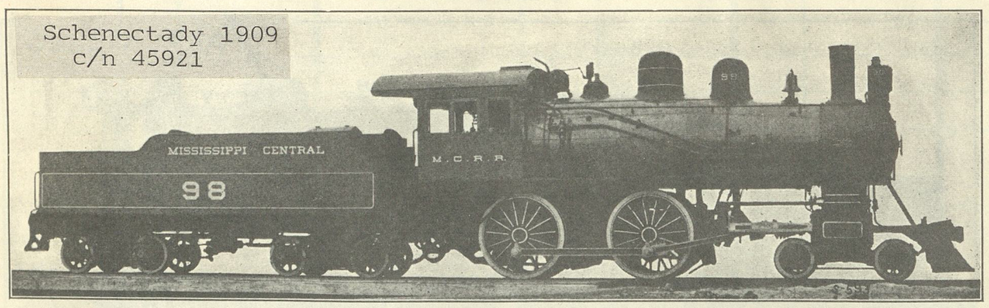
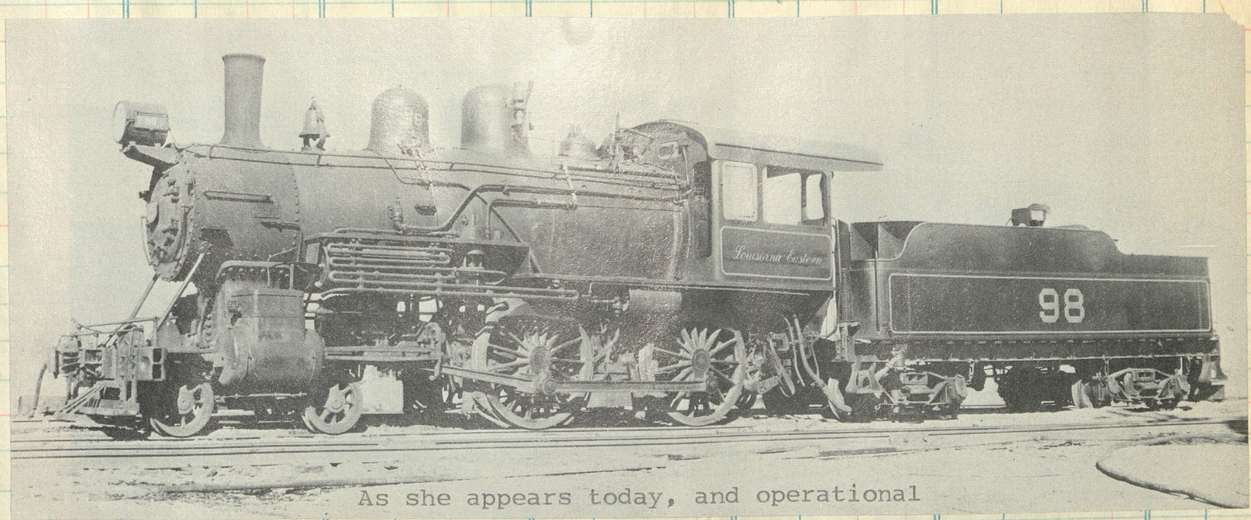


Fig. 67—American Type (4-4-0) Locomotive for Passenger Service. Built for the Mississippi Central by the American Locomotive Company. Cylinders, 19 in. x 26 in. Working Steam Pressure, 180 lbs. per sq. in. Diameter of Drivers, 69 in. Tractive Effort, 20,810 lbs. Heating Surface—Tubes, 1,683 sq. ft.; Firebox, 162 sq. ft.; Total, 1,845 sq. ft. Grate Area, 30.2 sq. ft. Rigid Wheel Base, 8 ft. 6 in. Total Engine Wheel Base, 23 ft. 10 in. Weight on Drivers, 91,000 lbs. Total Weight of Engine, 135,000 lbs. Fuel, Soft Coal.

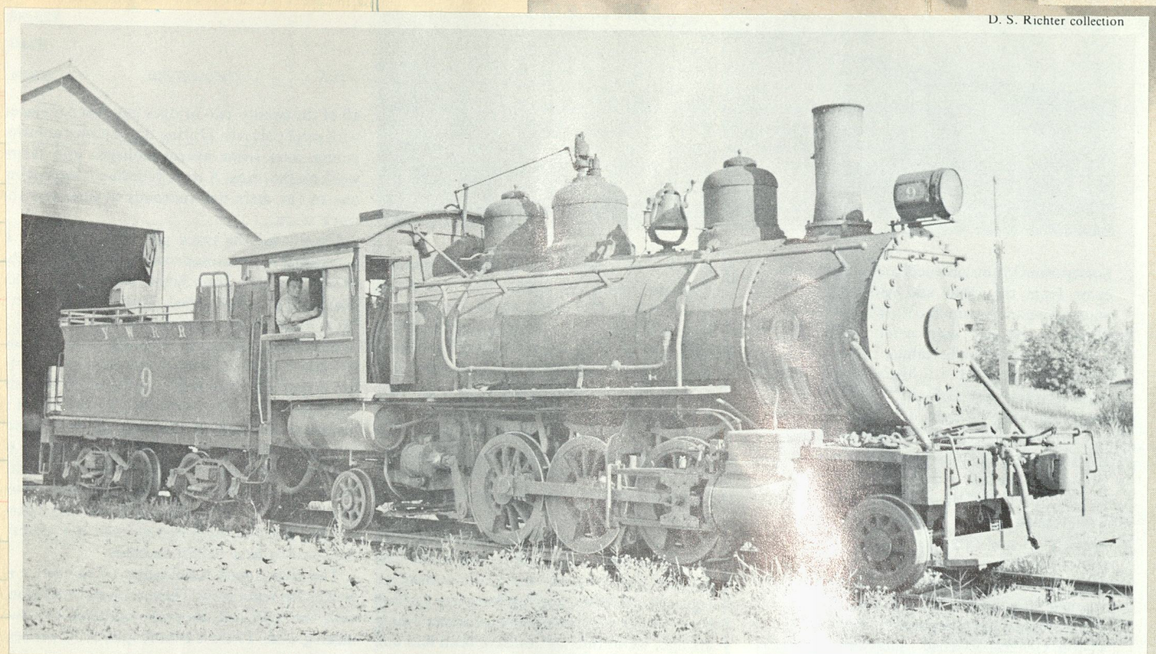


As she appears today, and operational

Additional in Short Lines Volume I Page 171

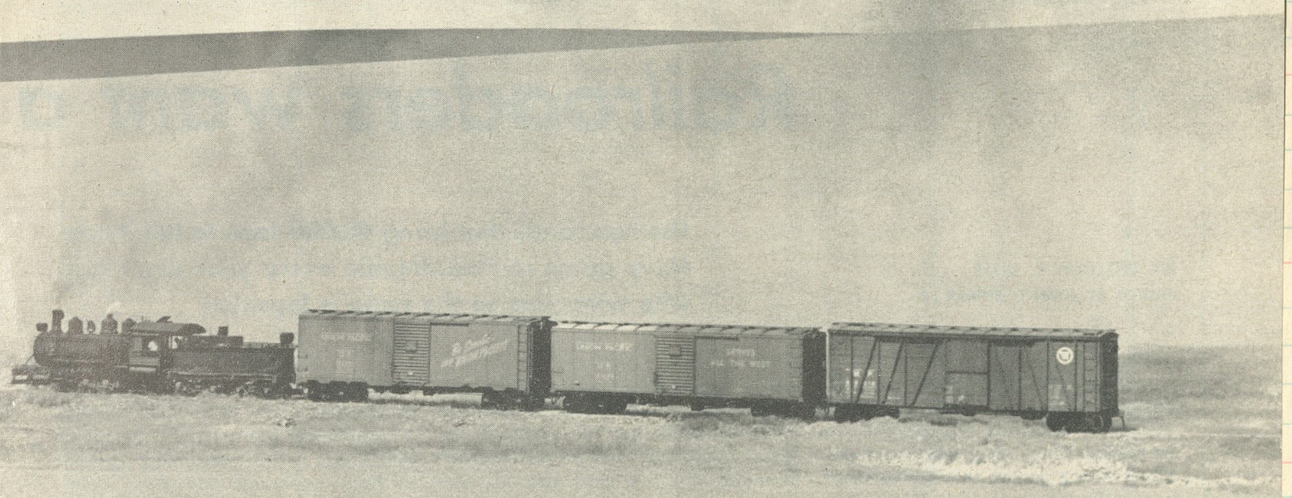
120

Nezperce Railroad



D. S. Richter collection

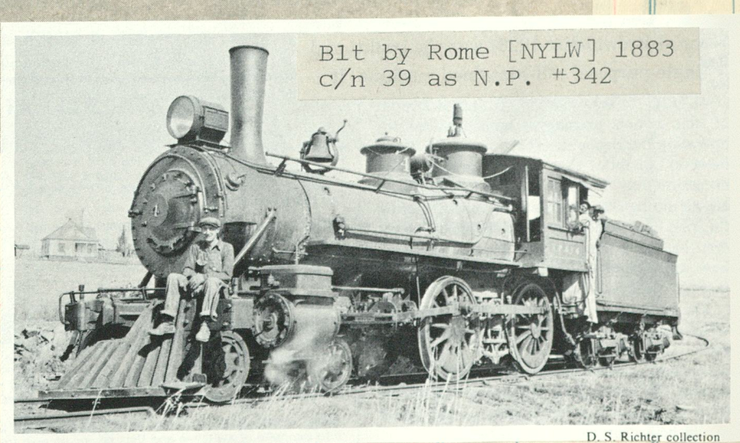
But where do the rails go? Well, those which are the property of the Nezperce Railroad Company vanish into the wheatland oceans of Idaho. Frail and rust-racked, they reach 13.8 miles from Craigmont to Nezperce over an unchronicled trail of broken ties and tremulous trestles. Once in a while No. 9, a slide-valve 2-6-2, comes along with a few loads of grain; but mostly the rails lie lost in the grass — unseen and unburdened. It seems inconceivable that they are joined by means of uncountable joint bars and spikes and bolts to those which funnel forth from Oakland Mole and Argentine and Grand Central. — D.P.M.



Worn and weary #9 was built by Baldwin for the McCloud River in 1901. Sold to the Yreka Western in 1939. Then in 1944 became the Amador Central and shorty to the Nezperce & Idaho. Purchased by Mid-Contient Ry Museum (No. Freedom, Wis) and in 1970 had been restored to operational condition!!

H. R. Griffiths, Box 1162, Boise, Ida.

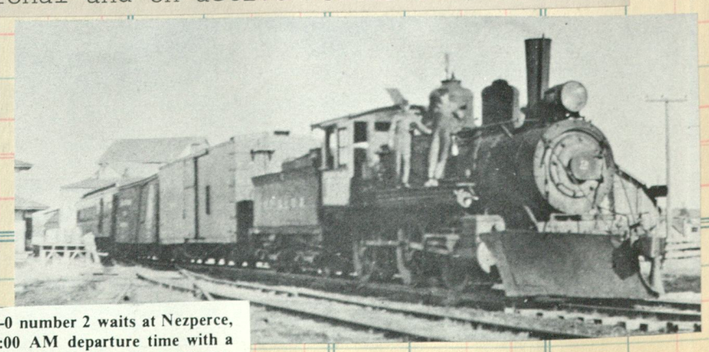
Chugging along at five miles per hour with its four cars, sans caboose, Nezperce & Idaho No. 9 is one hour east of Craigmont, Ida., its western terminal. This line, 13.8 miles long, at present is not operating due to the condition of its track and trestles. It once went to Lewiston, 75 miles.



Blt by Rome [NYLW] 1883
c/n 39 as N.P. #342

D. S. Richter collection

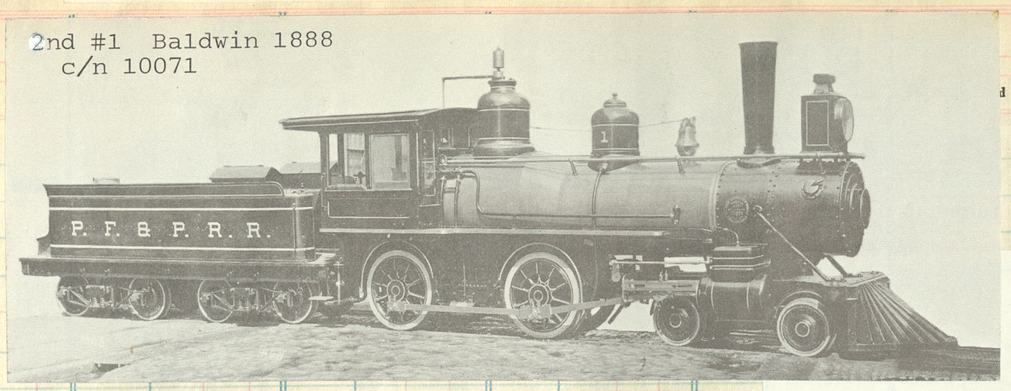
To N&I #4 in 1928. Reclaimed by the N.P., made operational and on active roster as #684.

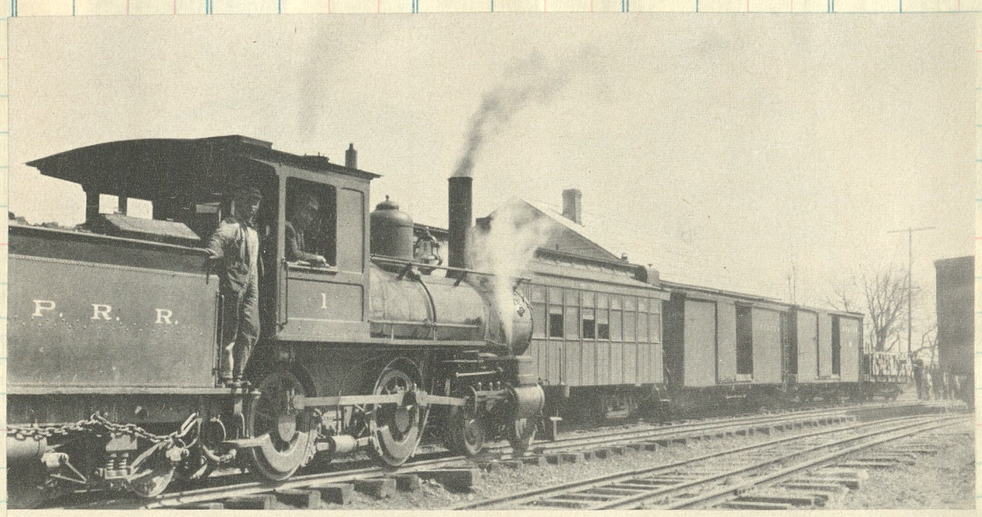


Nezperce 2-6-0 number 2 waits at Nezperce, Idaho for its 7:00 AM departure time with a three-car mixed train for the Camas Prairie Railroad connection at Craigmont in the summer of 1925, middle.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

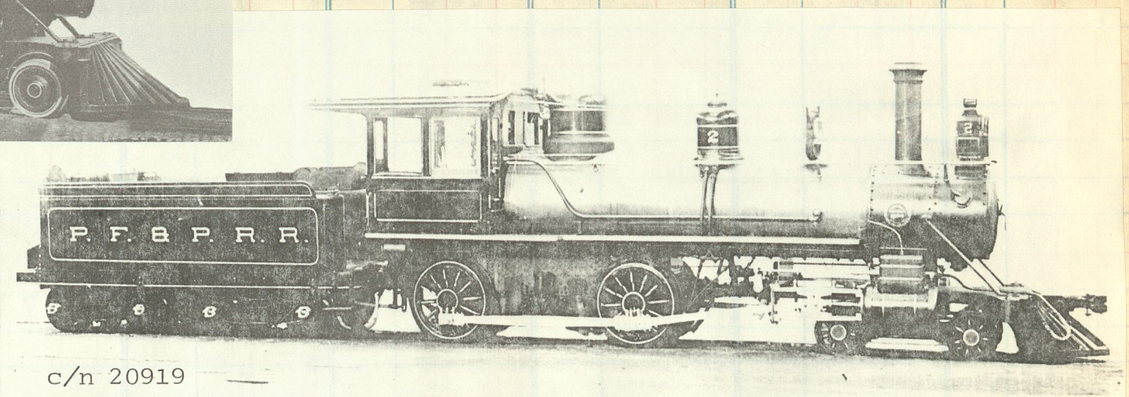
2nd #1 Baldwin 1888
c/n 10071





C. W. Witbeck.

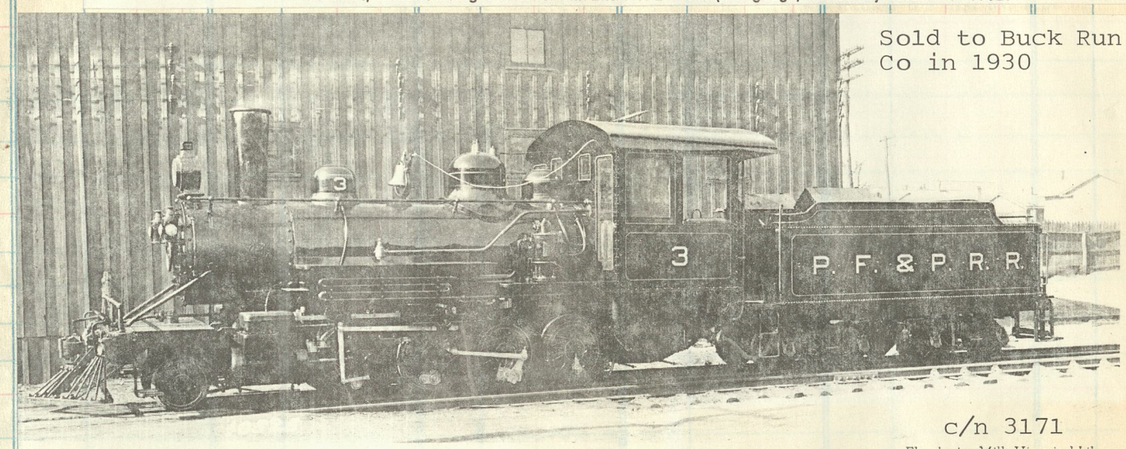
Baldwin 4-4-0 No. 1 of the three-foot-gauge Potomac, Fredericksburg & Piedmont makes up the morning mixed at Fredericksburg, Va., in 1921. PF&P was completed in 1874; today's only remainder is the 0.71-mile standard gauge Virginia Central Railway.



c/n 20919

Potomac, Fredericksburg & Piedmont RR 2nd No. 2 4-4-0 (3-ft gauge) as built by Baldwin in 1902. *Baldwin Locomotive Works*

Sold to Buck Run Coal Co in 1930

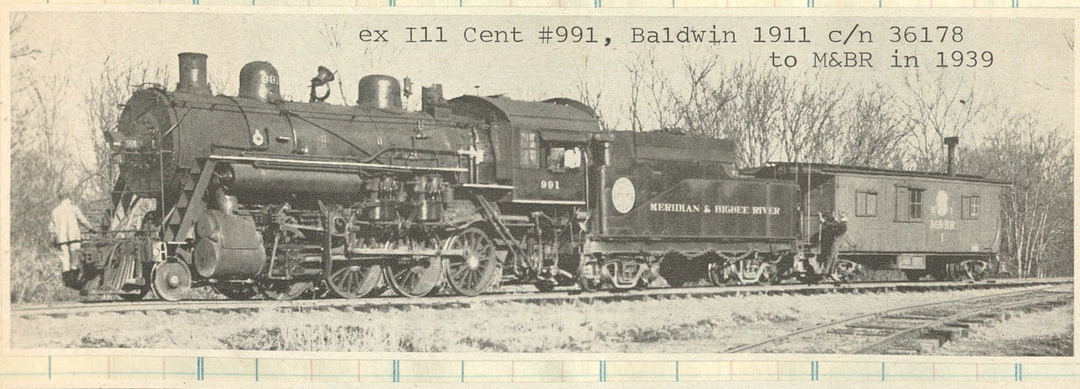


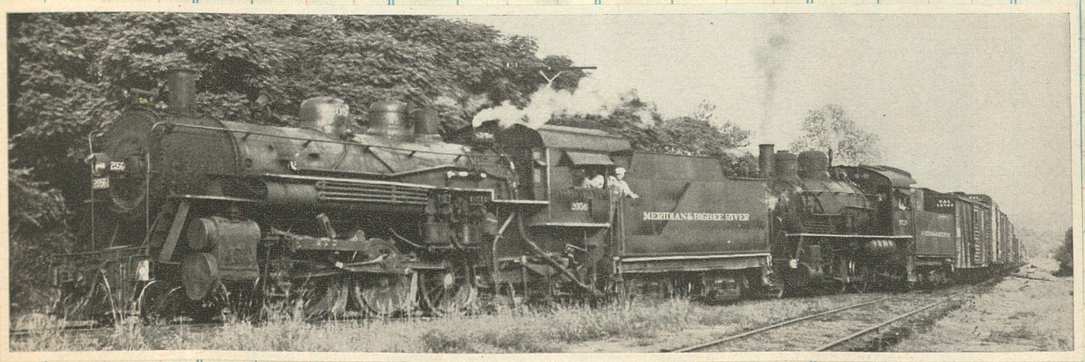
c/n 3171

PF&P RR 2nd No. 3 2-8-0 (3-ft gauge) from left side as built by Vulcan Iron Works of Wilkes-Barre, Pa., reportedly cost the railroad $26,000. 1921 *Eleutherian Mills Historical Library*

Meridian and Bigbee River Ry. Co.

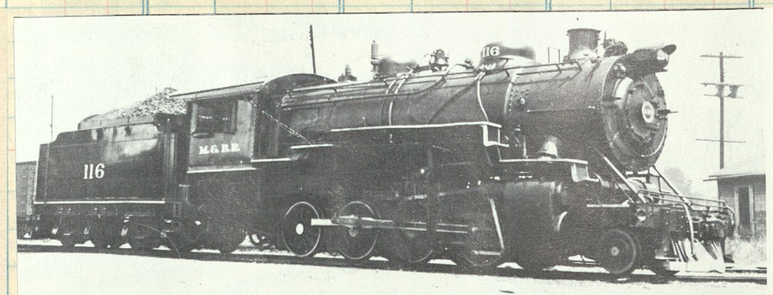
ex Ill Cent #991, Baldwin 1911 c/n 36178
to M&BR in 1939





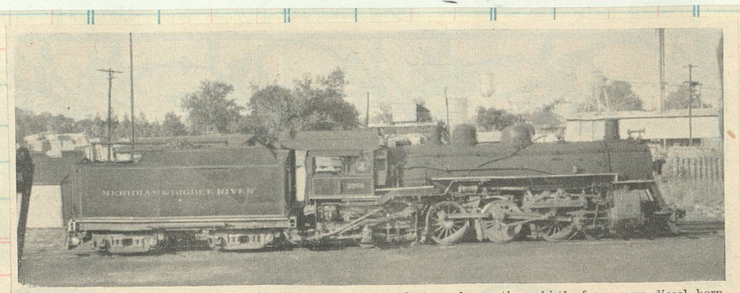
Extra tonnage from the Northern Paper Products plant calls for a doubleheader. Lead engine is ex I.C. 4-6-2 #2056 (Richmond 1913) while road engine, a Mogul, also came from the I.C. #3729 built at Pittsburgh in 1901 c/n 2293.

Gorder — lower photo Linw

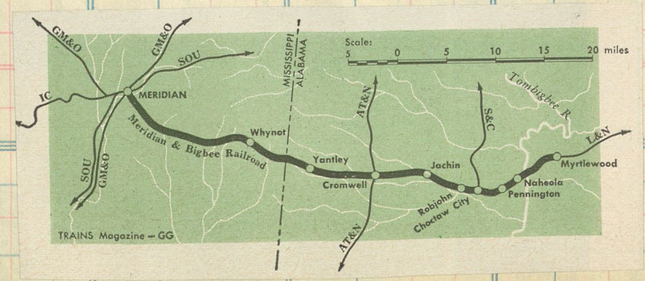


Purchased from Susquehanna & New York 1942.

Blt by Baldwin 1917 cn 44835



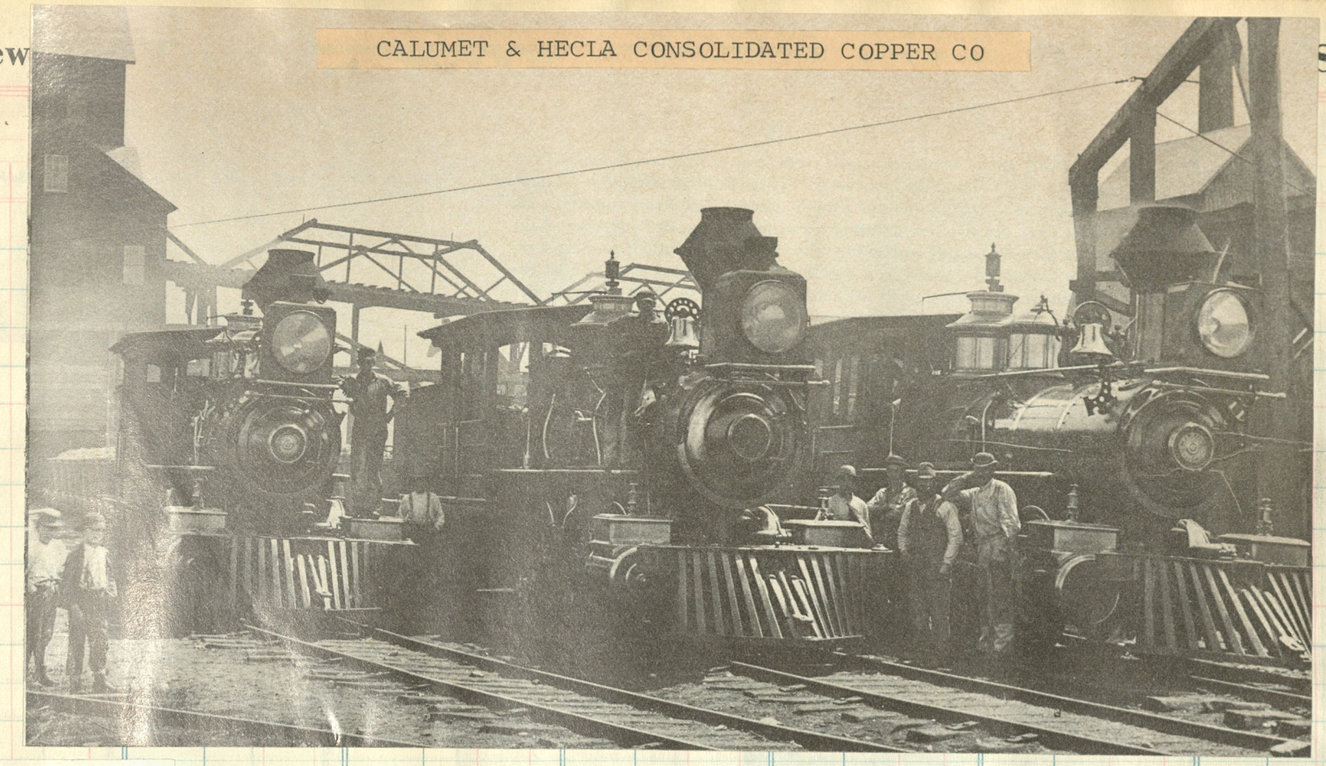
Meridian & Bigbee River 4-6-2 No. 2056 traded in her old steam locomotive whistle for a new diesel horn.

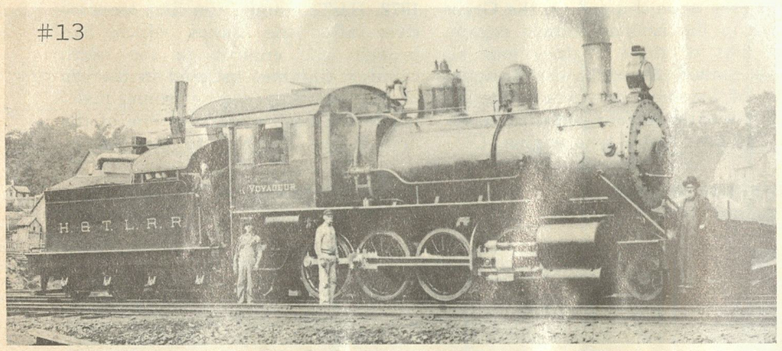


New

S AT

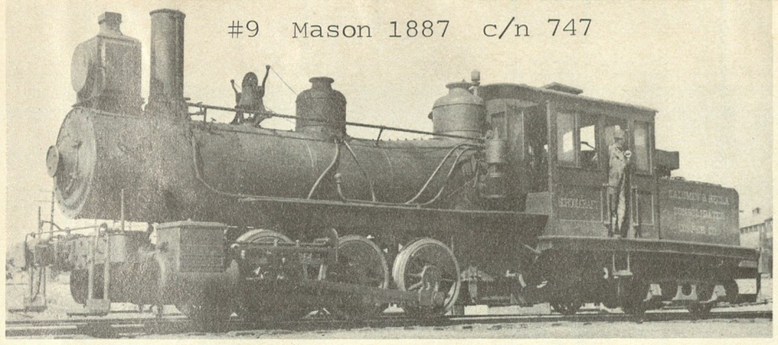
SELLER												
DATE												
FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount





Collection of John T. Reeder.

VOYAGEUR, built by Baldwin in 1900, was the only experiment in compounding made by C&H.

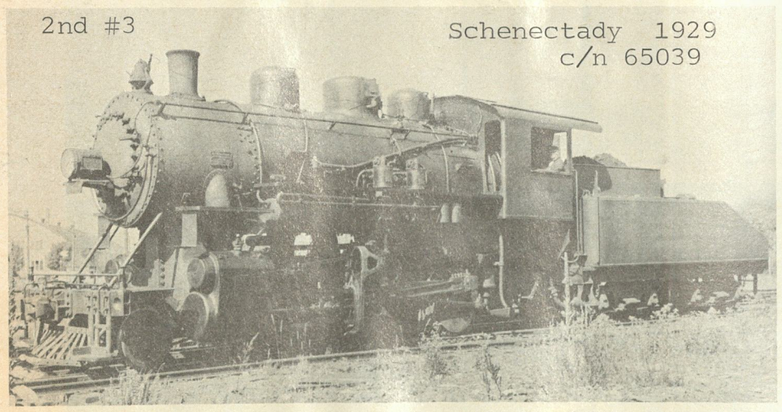


John Boose; Collection of Stanley H. Mailer.

SCHOOLCRAFT still served the smelter at Hubbell, Mich., on Torch Lake in August 1939.

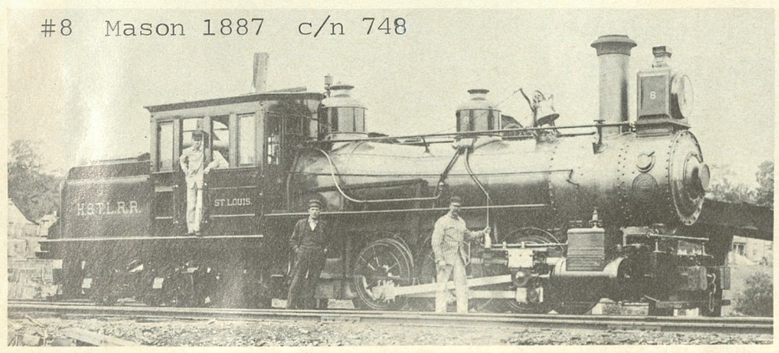
Collection of John T. Reeder.

TRACK still was 4′ 1″ gauge in the 1890's when Camelback Manitou and an older Mason (in background) stood for their portrait near Calumet. The rock cars had a capacity of 4 tons.



John Boose; Collection of Stanley H. Mailer.

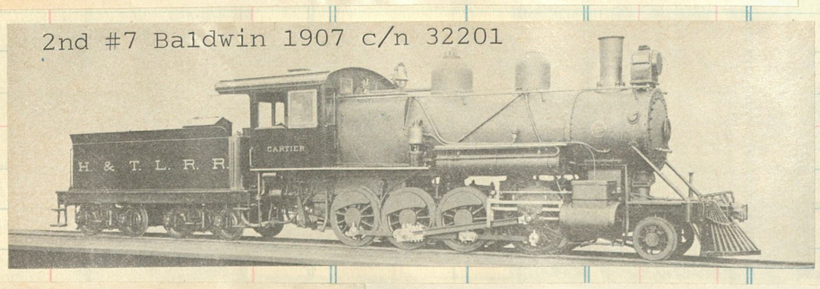
KEWEENAW, an 83-ton Mogul, was 10 years old when she posed for her photo at Calumet in 1939.

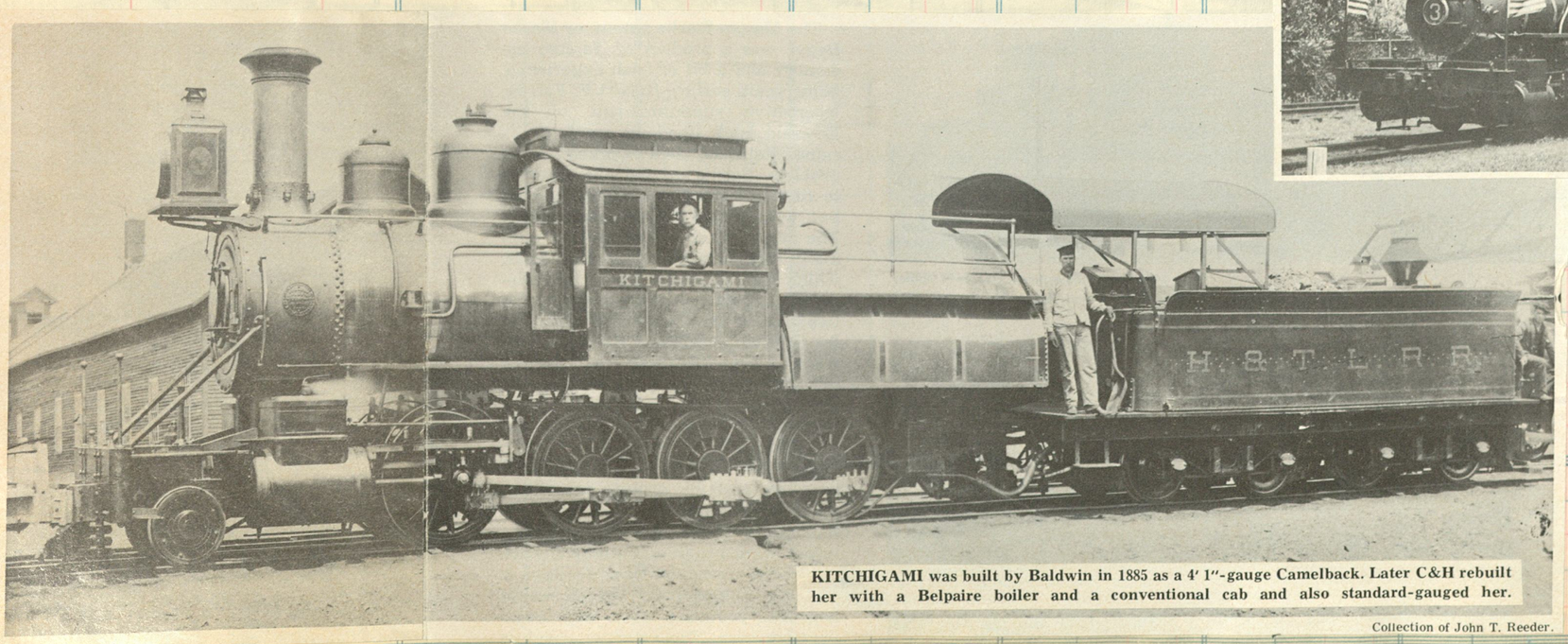


Collection of John T. Reeder.

ST. LOUIS and her crew pose at Incline Station. The engine was among the last Masons built.

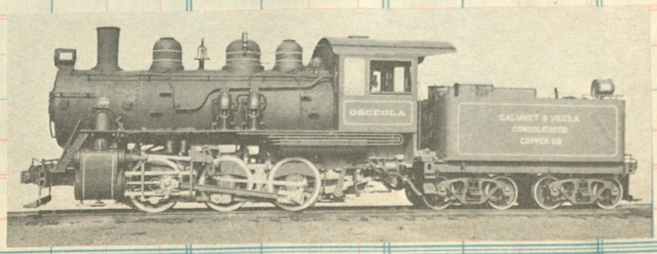
AN ACTIVE MASON: Torch Lake, converted to an oil burner, now performs for tourists on a ¾-mile stretch of track at Greenfield Village adjacent to Henry Ford Museum in Dearborn.





KITCHIGAMI was built by Baldwin in 1885 as a 4′ 1″-gauge Camelback. Later C&H rebuilt her with a Belpaire boiler and a conventional cab and also standard-gauged her.

Collection of John T. Reeder.



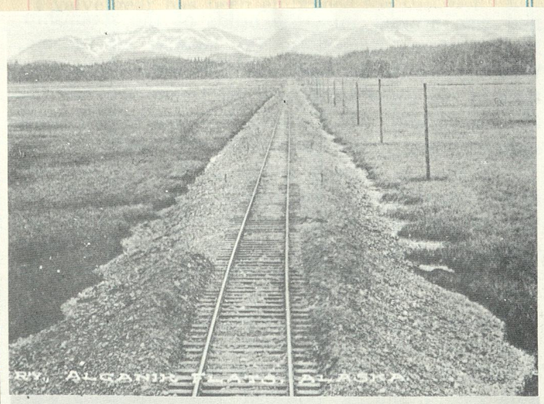
COPPER RIVER & NORTHWESTERN RAILWAY.

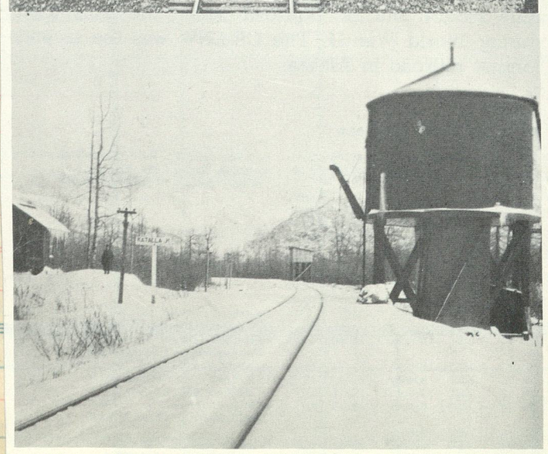
Clos. No. | Sold | Amount | Clos. No. | ... | nount

Cordova, Alaska the seaport terminus of the copper River & Northwestern Railway, Oct. 12, 1908. E. A. Hagg photo.

101-102 c/n 46183 Brooks 1909

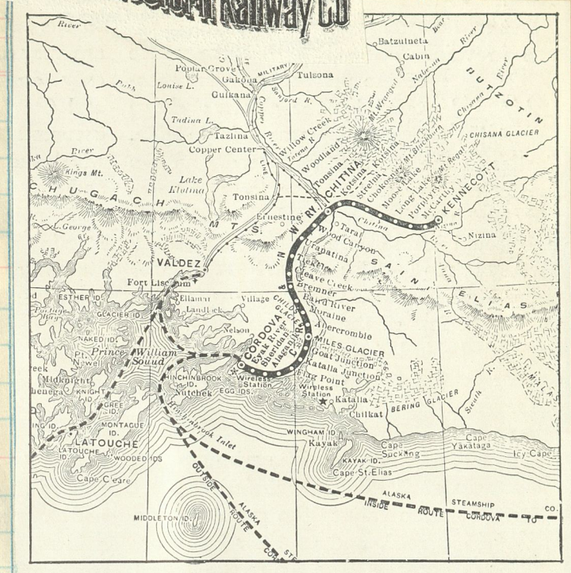
Ordered by the Katalla Co





On the Copper River and Northwestern Railroad at the Katalla Junction 1914

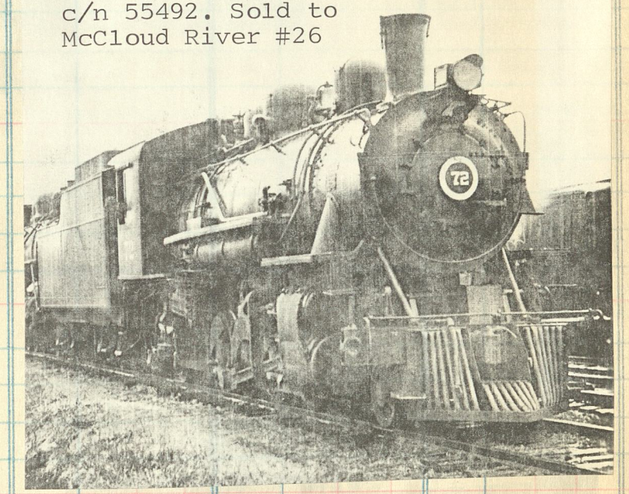
Copper River & Northwestern Railway Co



ROUTE MAP OF THE COPPER RIVER AND NORTH WESTERN RAILWAY.

No. 1	Mls.	June, 1933.	No. 2
		LEAVE / ARRIVE	
	0	**Cordova** (*Wharf*)	
8 00 A M	1.3	*Second St. Station*	8 00 P M
8 25 "	7.7	Eyak	7 35 "
8 40 "	14.5	Hanscom	7 20 "
9 03 "	22.2	Alaganik	7 00 "
9 15 "	26.2	Flag Point	6 50 "
9 52 "	38.5	Katalla Junction	6 15 "
9 57 "	40.9	Goat Mountain	6 10 "
10 20 "	48.6	**Miles Glacier**	5 50 "
10 45 "	54.6	Abercrombie	5 25 "
11 15 "	63.2	Moraine	4 55 "
11 30 A M	66.9	Baird	4 40 "
12 30 P M	78.1	Bremner	4 05 "
1 20 "	92.5	Cleave	2 50 "
1 55 "	100.9	Tiekel	1 55 "
2 40 "	113.7	Uranatina	1 10 "
3 20 "	124.7	Clay Wood Canyon	12 30 P M
3 45 "	130.7	**Chitina**	12 00 Noon
4 15 "	137.0	Kotsina	11 10 A M
5 00 "	146.0	Strelna	10 40 "
5 35 "	157.0	Chokosna	10 05 "
6 00 "	167.0	Moose Lake	9 40 "
6 35 "	177.0	Long Lake	9 10 "
7 00 "	184.0	Porphyry	8 45 "
7 25 "	191.0	McCarthy	8 20 "
7 28 "	191.6	Blackburn	8 17 "
7 45 P M	195.6	arr. **Kennecott** lve.	8 00 A M

Mikado #72 Blt by Brooks 1915
c/n 55492. Sold to
McCloud River #26



R. W., Islip, N. Y.—The Copper River & Northwestern, which runs from Cordova to Kennecott, Alaska, 196 miles, was inc. in 1905 and purchased in 1915 by the Kennecott Copper Co. It has 13 locomotives, 336 cars and about 135 employees. It has operated at great losses for years. Road and equipment are valued at $28,683,661.

Mile 5 on the Copper River & Northwestern Railway 1908.

124

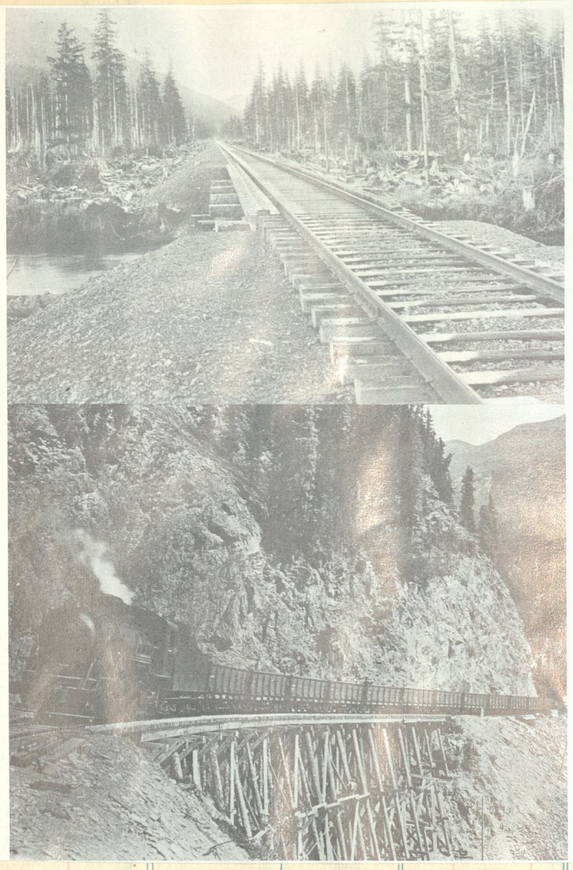
SELLER

DATE

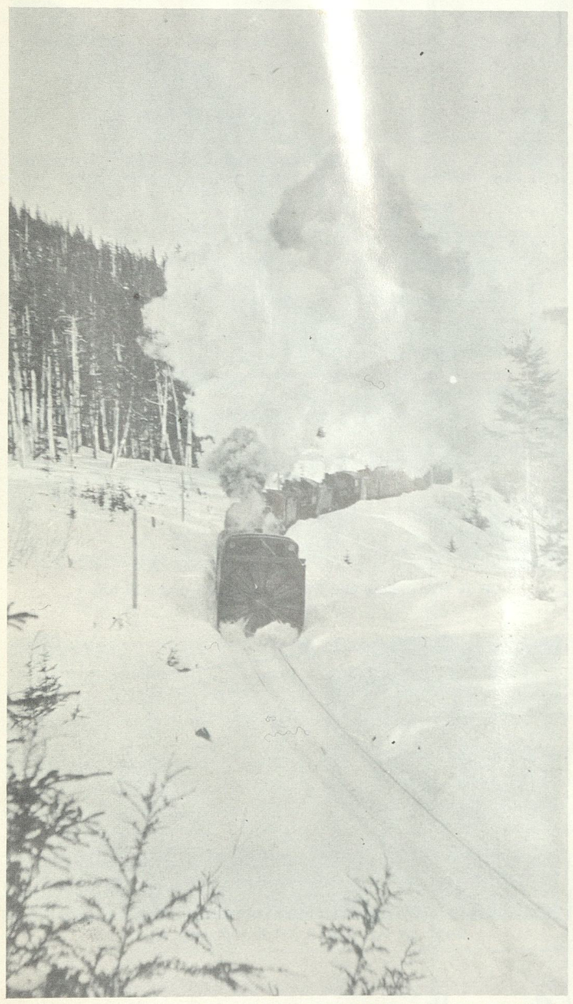
FORM DESTINATI

C

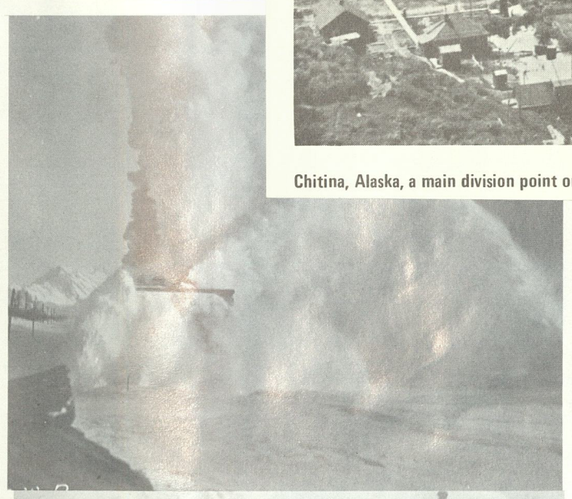
Clos. N

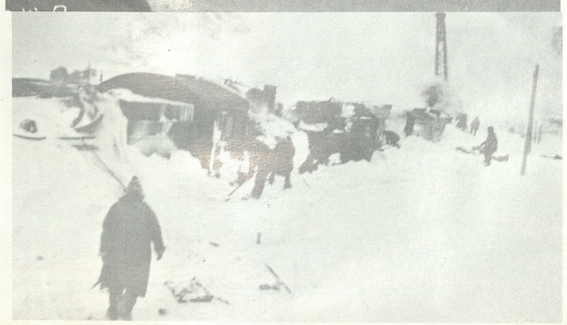


Chitina, Alaska, a main division point on the old Copper River and Northwestern Railway.

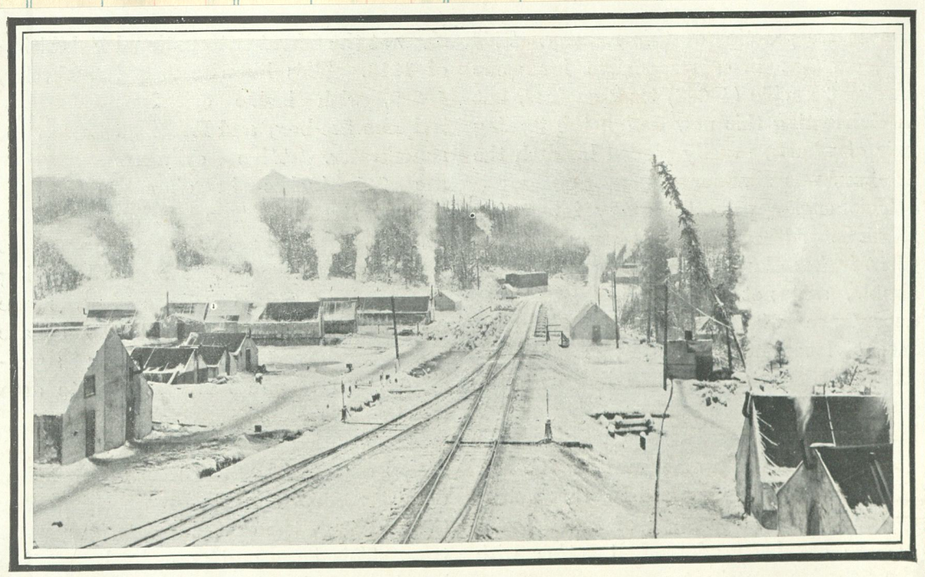


Snow fleet on CR & NW

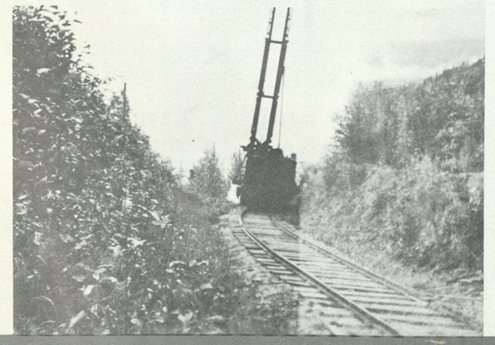


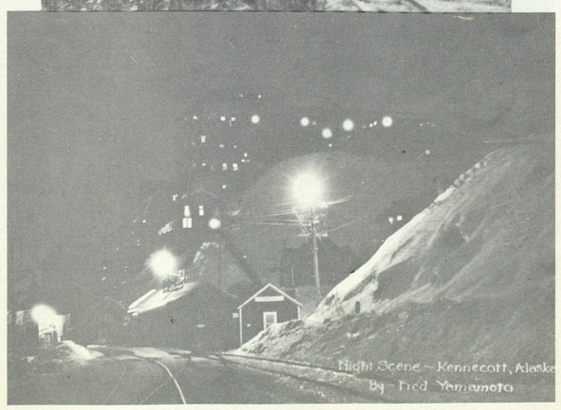


Bucking snow on the CR & NW

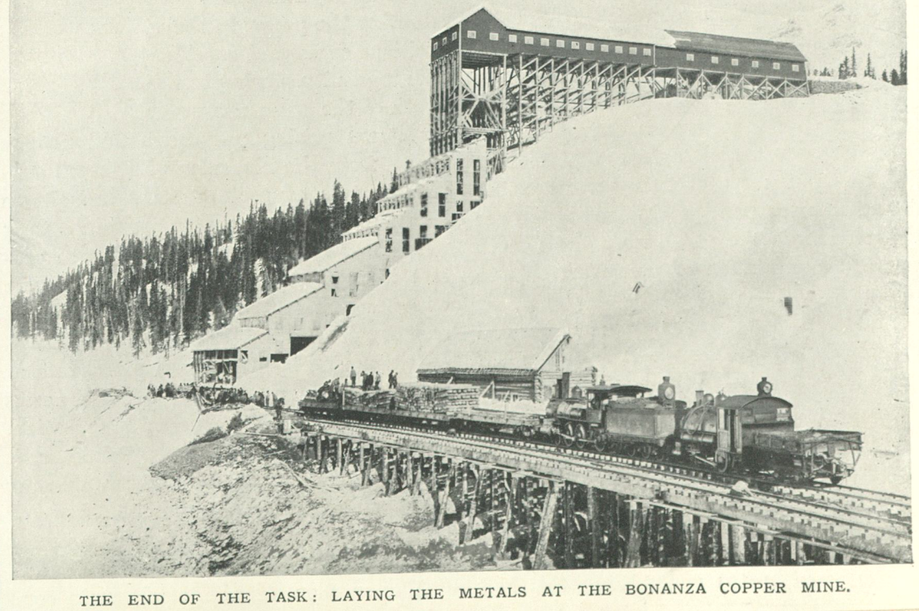


A RAILWAY CONSTRUCTION CAMP ON THE BORDERS OF THE ARCTIC CIRCLE.





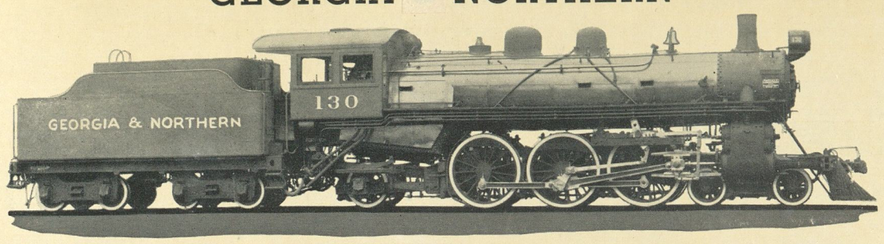
March 29, 1911



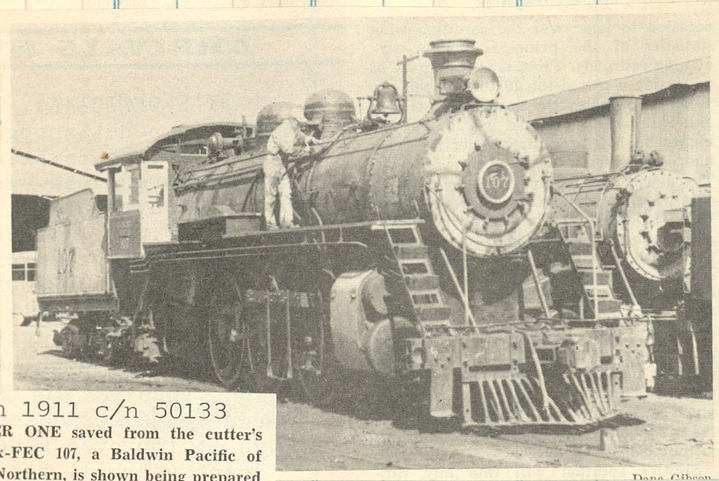
THE END OF THE TASK: LAYING THE METALS AT THE BONANZA COPPER MINE.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

GEORGIA NORTHERN



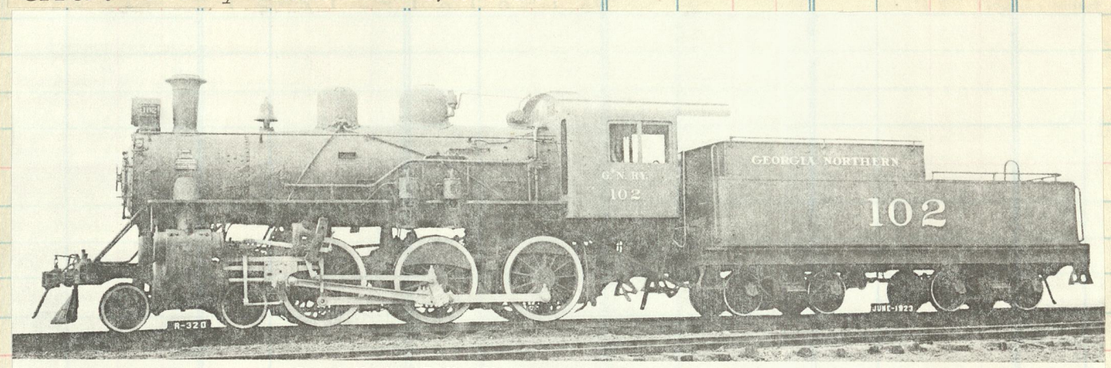
This illustration is the builders foto of Florida East Coast #130. The scratched in Georgia & Northern is in error. Blt by Schen 1917 c/n 57544



Schen 1911 c/n 50133

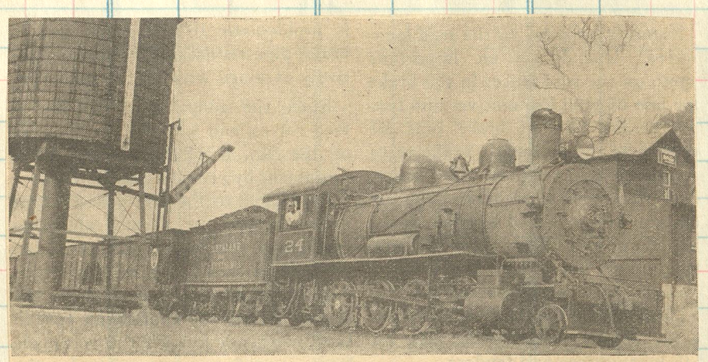
ANOTHER ONE saved from the cutter's torch: Ex-FEC 107, a Baldwin Pacific of Georgia Northern, is shown being prepared for a paint and face-lifting job before being moved into a city park in Albany, Ga.

Dana Gibson



Georgia Northern Ry No. 102 4-6-0 as built by Richmond in 1923 s/n 64280. *American Loco Co.*

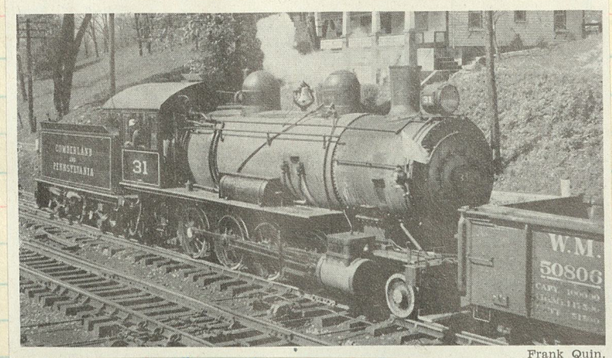
CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY.



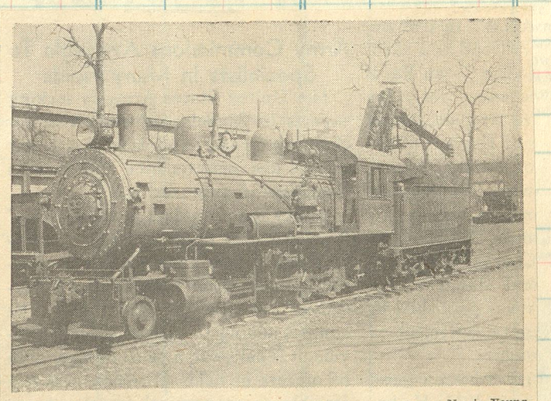
Norris Young

CUMBERLAND & PENNSYLVANIA'S ENGINE 24 AT CARLOS JCT., MD.

Pushing on toward Cumberland, little No. 31, 2-8-0, furnishes the power for a freight train on the Cumberland & Pennsylvania Railroad.

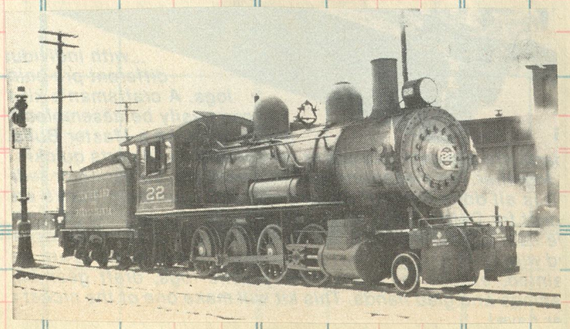


Frank Quin.



Norris Young

CUMBERLAND & PENNSYLVANIA'S ENGINE 33
AT MT. SAVAGES, MD.



O. K., McKeesport, Pa.—The initials C&P stand for the Cumberland & Pennsylvania—not Cumberland & Pittsburgh. The road was incorporated in 1850, opened in 1857, and runs between Cumberland, Md., and Piedmont, W. Va., 49 miles, has 12 locomotives, 163 freight and 6 passenger cars, and a year ago employed 280 people. Controlled by the Consolidation Coal Co., it is just about breaking even. Photo of one of its trains above.

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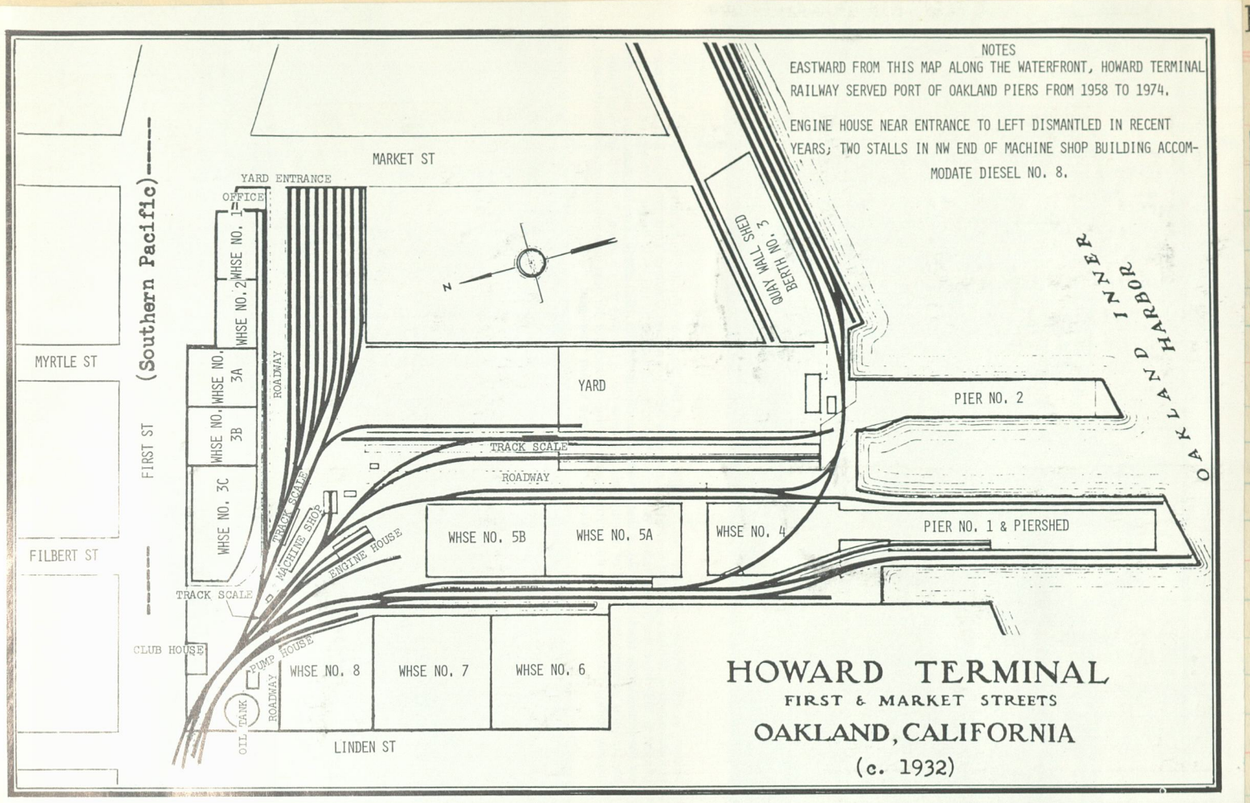
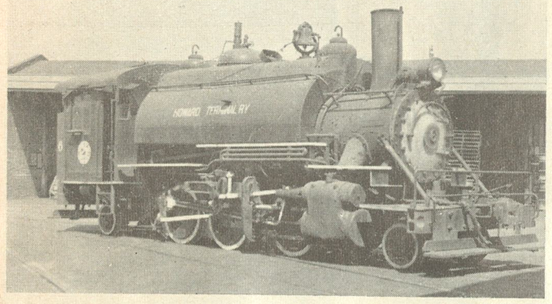
SELLER
DATE

FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sc…	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



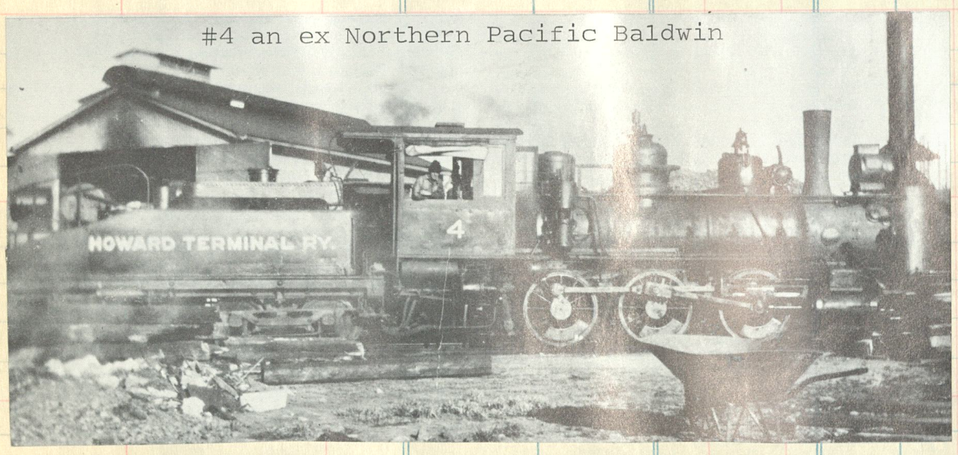
Ex Sierra #30 b1t by Baldwin in 1922 c/n 55412. Sold to H.T. 1937



J. F. Monhoff.

HOWARD TERMINAL: 2-6-2 No. 6 was once busy on 1.64-mile road.

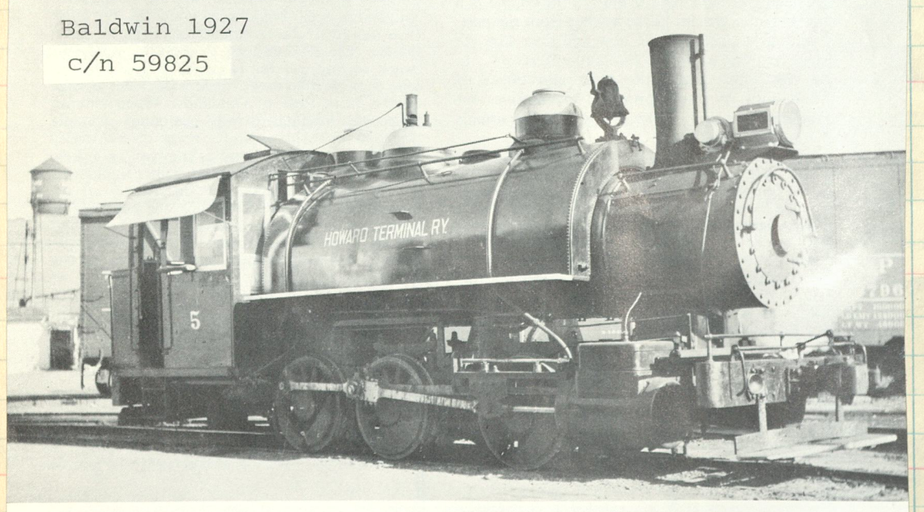
#4 an ex Northern Pacific Baldwin

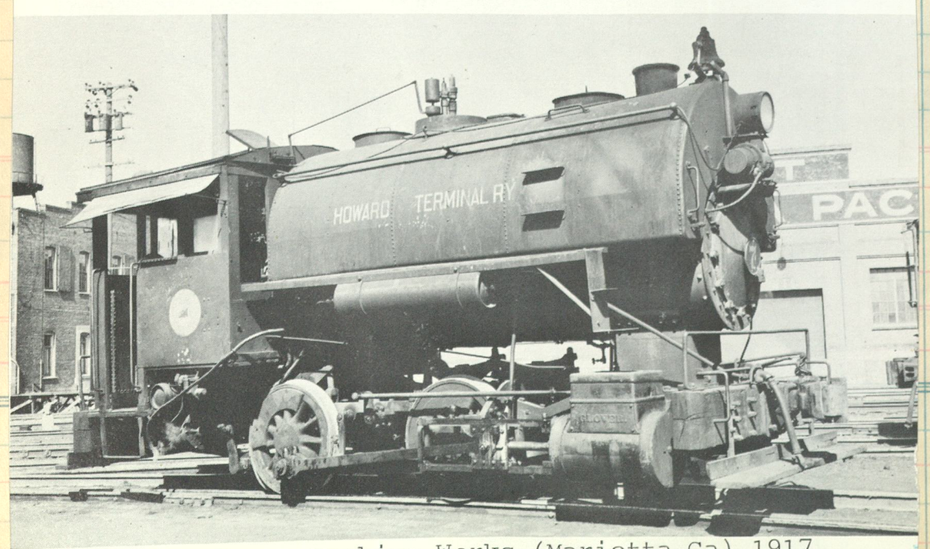


Ted Wurm Collection

Howard Terminal No. 3, a 2-6-2 side-tank locomotive, seen about 1918 on the property in Oakland. The King Coal Company lettering appears to be added through retouching on the original negative. At that time, the King Coal Company was the major tenant at Howard Terminal and probably used the photo in advertising. The locomotive was built in the Central Pacific Shops in 1881 for suburban train service in Oakland, later becoming Southern Pacific No. 1904.

Baldwin 1927
c/n 59825

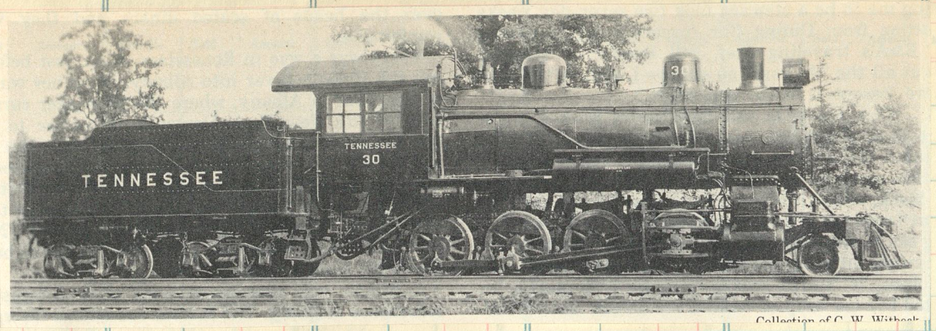




#7 b1t by Glover Machine Works (Marietta Ga) 1917

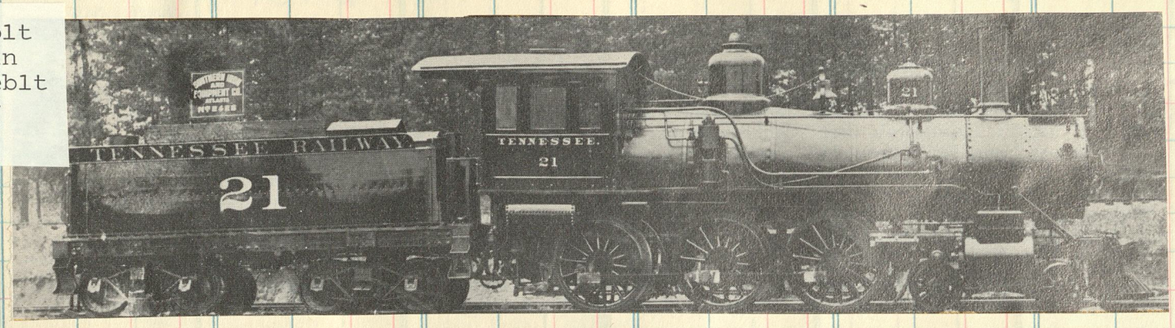
Clos. No. | Sold | Amount

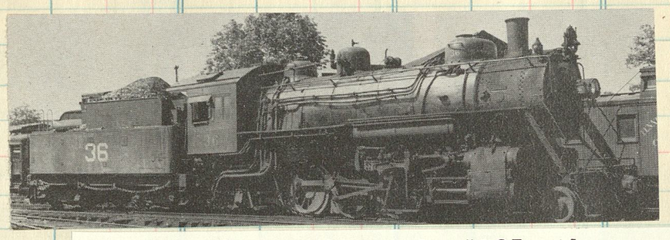
#30 blt by LIMA 1913 as the Gainesville & NorthWestern #101 c/n 1235



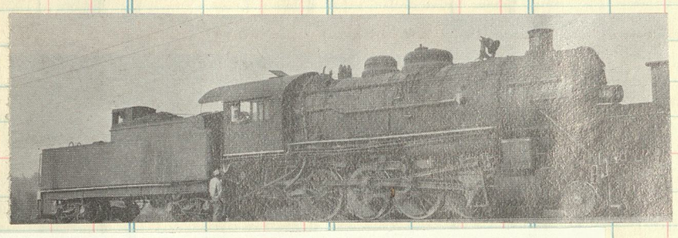
Collection of C. W. Witbeck

Ex W.N.Y.& P. #177 blt by Baldwin c/n 10098 in 1889. To PRR #6217, reblt by SI&E (as shown) for delivery to Tenn #21.

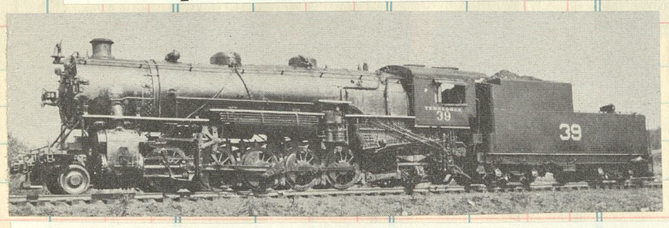




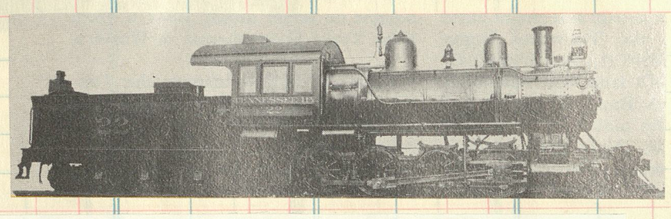
2-8-2 #36 org A.B.& A. #105, then to A.B.& C. #214, to Tennessee 36 Blt by Baldwin 1915 c/n 41742



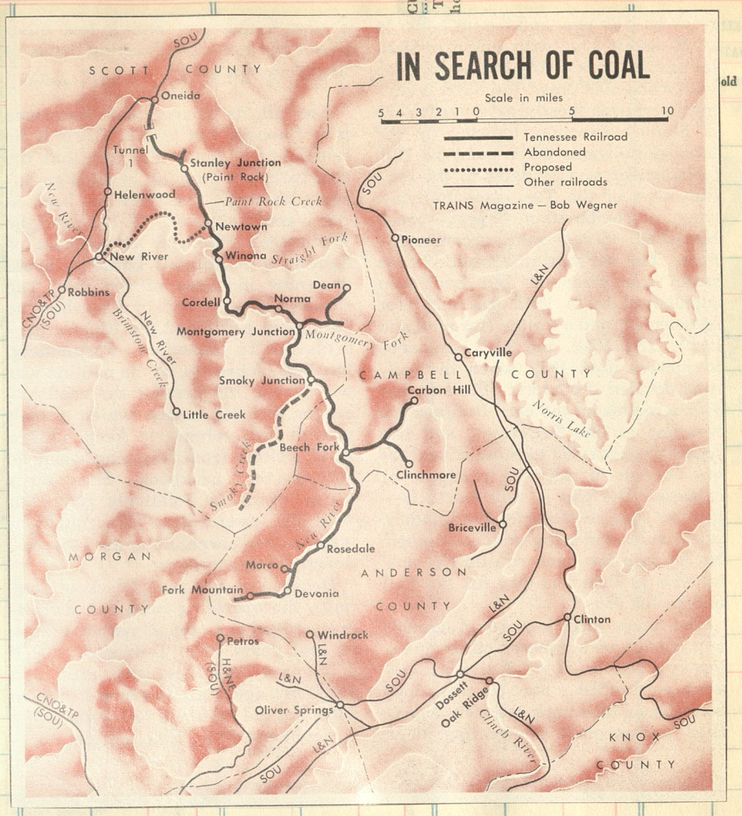
#38 was former B.& L.E. #326 built by Pittsburgh in 1911 c/n 49945. To Tennessee in 1942.



The Tennessee's biggest. 2-10-2 #39 blt as Monon #600 by Schenectady in 1914 c/n 54889 Sold to TRR 1945.



Consolidation #22 blt by Baldwin in 1899 c/n 17120 as W.N.Y.& P. # 177. Renoed P.R.R. 6303.



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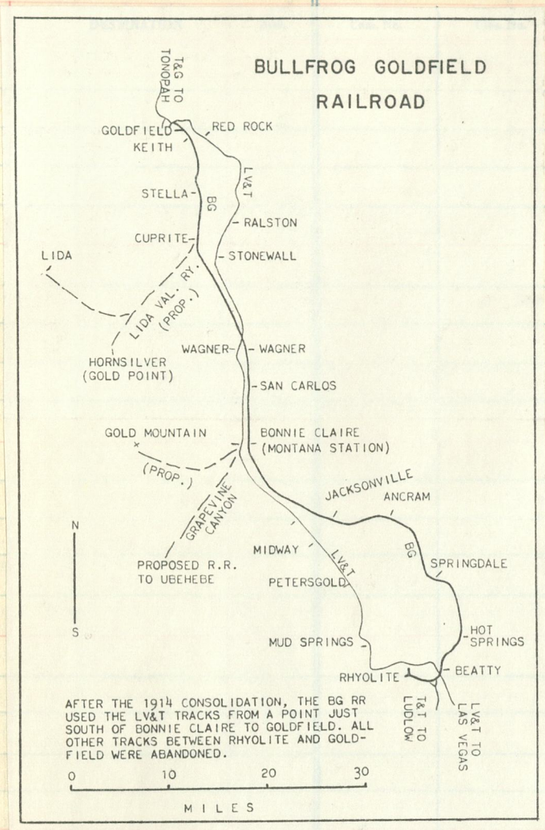
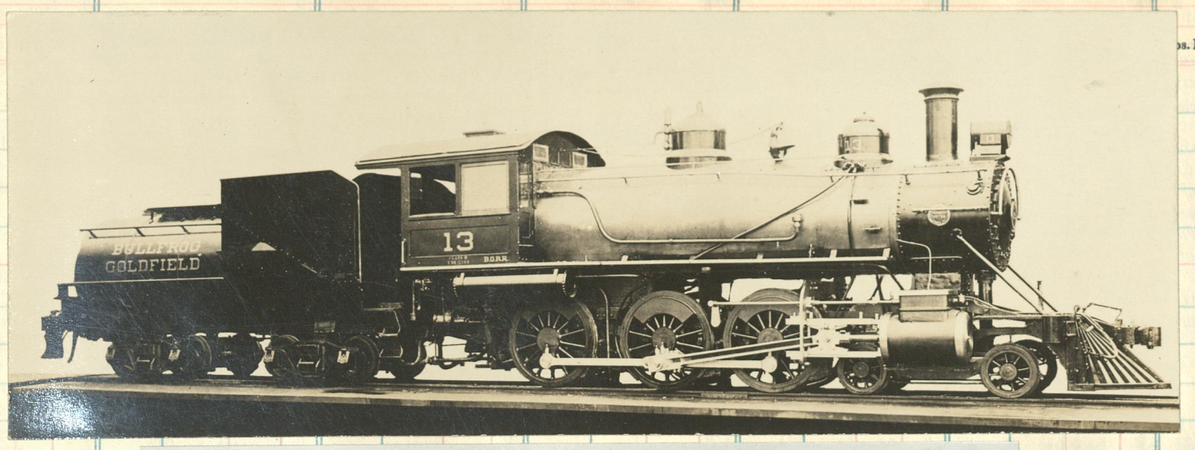
BULLFROG GOLDFIELD RAILROAD

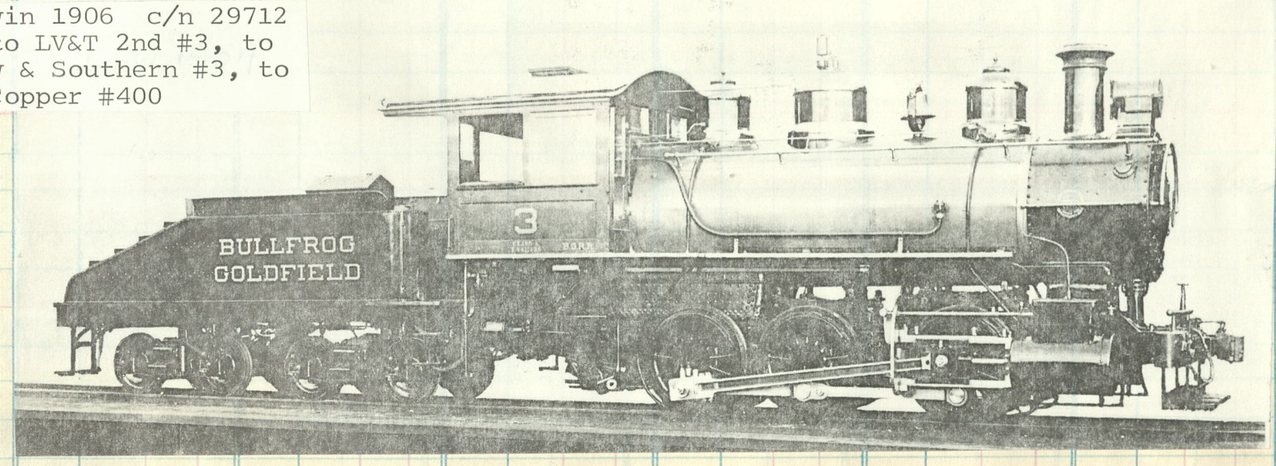
SELLER
DATE
FORM





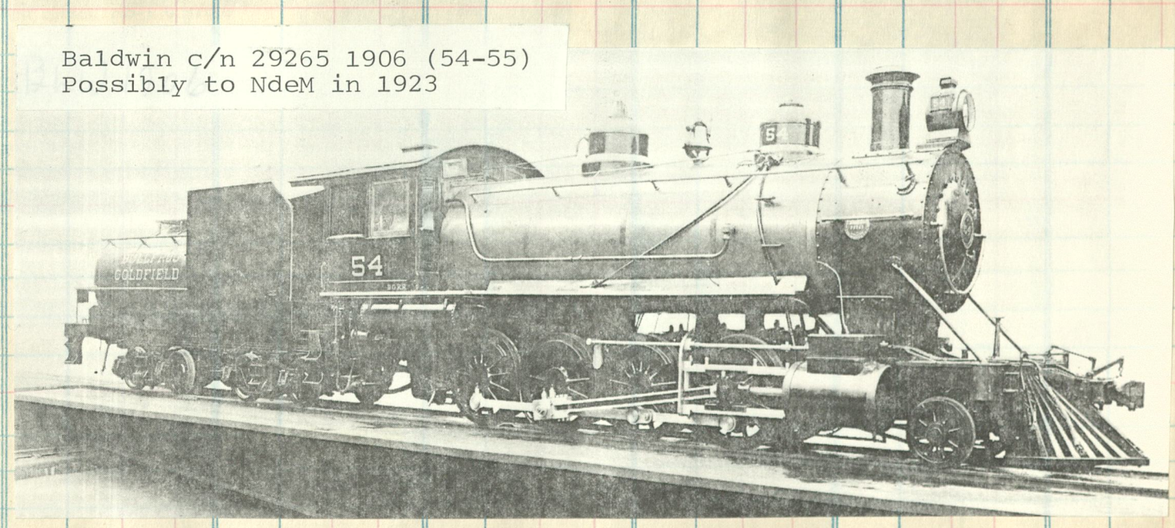
#13, later renoed 11, blt by Baldwin 1906 c/n 29726
Sold to NWP #178 in 1917. Retired 1954.

Baldwin 1906 c/n 29712
Sold to LV&T 2nd #3, to
Ludlow & Southern #3, to
Utah Copper #400



Ten wheeler #12 (Baldwin 1906) about to depart Goldfield on the morning run to Beatty.

Baldwin c/n 29265 1906 (54-55)
Possibly to NdeM in 1923



EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD COMPANY.

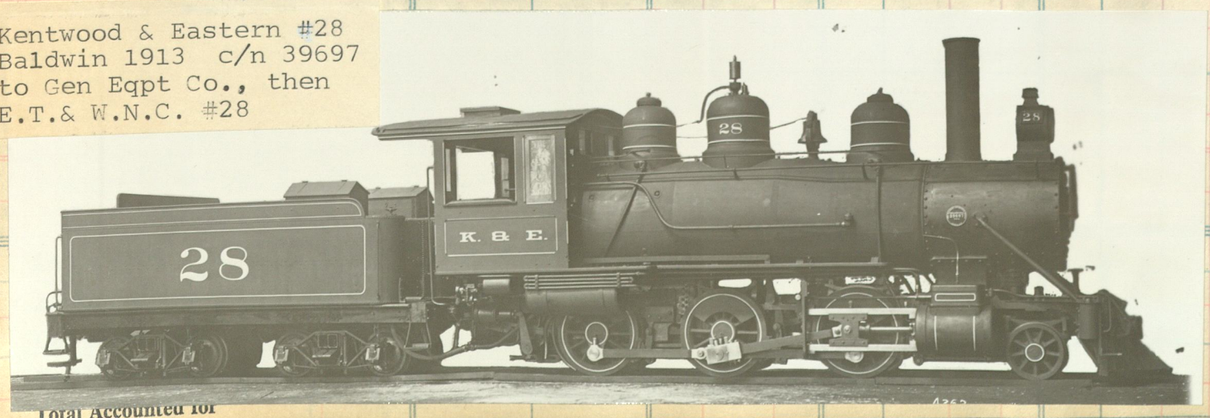
GENERAL OFFICERS.

W. H. BLACKWELL, Vice-President and General Manager.....Johnson City, Tenn.

GENERAL OFFICES, JOHNSON CITY, TENN.

Miles of road operated, 34.85. Locomotives (coal burning, gauge 3 ft., 5; gauge 4 ft. 8½ in., 1), 6.

Kentwood & Eastern #28
Baldwin 1913 c/n 39697
to Gen Eqpt Co., then
E.T.& W.N.C. #28



Baldwin
c/n 36440

Eastern Tennessee & Western North Carolina #9, 1911, narrow gauge, 4-6-0 type.

Total Accounted for

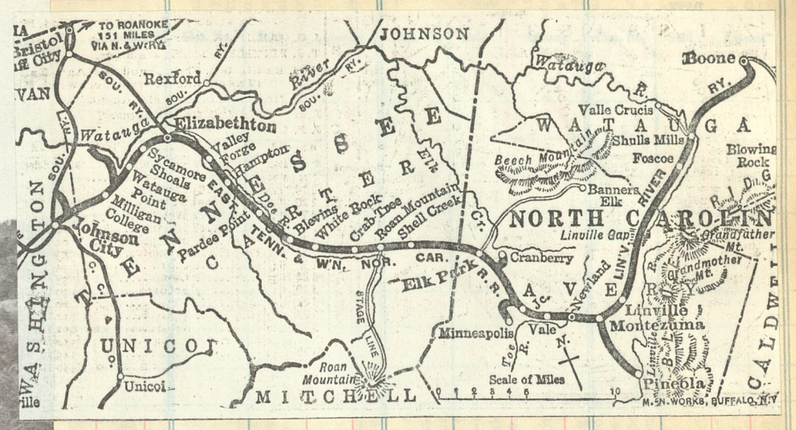
Clos. No.	Sold	Amount	Clos. No.	Sold	Amt

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD

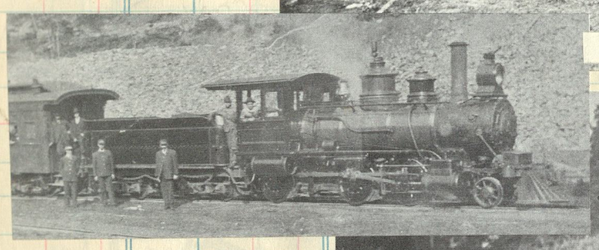
Eng 12 pulls her train past the depot at Cranberry

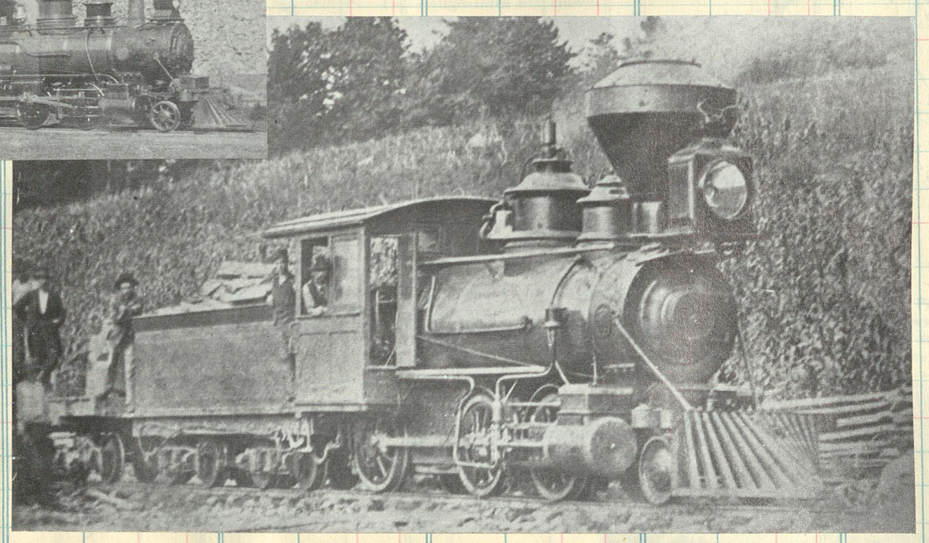
7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE To Make Short Sheet

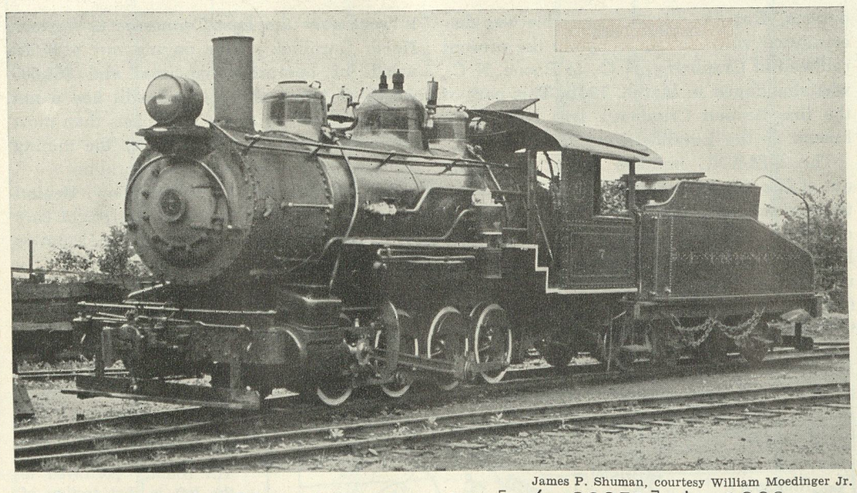


No. 2	Mls.	March, 1939.	No. 1
		(E. T. & W. N. C. R. R.)	
		LEAVE] [ARRIVE	
†1 30 P M	0	Johnson City[1] ð	11 20 A M
†1 40 "	4	Milligan College	†10 54 "
†1 45 "	6	Watauga Point	†10 49 "
1 50 "	8	Port Rayon	10 45 "
2 00 "	9	+ Elizabethton[2] ð	10 40 "
†2 07 "	12	Valley Forge	†10 32 "
2 15 "	14	+ Hampton ð	10 25 "
†2 40 "	20	Blevins ð	†10 02 "
†2 53 "	24	Crabtree	†9 51 "
2 58 "	26	+ Roan Mountain ð	9 47 "
†3 03 "	28	Shell Creek	†9 42 "
3 23 "	32	+ Elk Park ð	9 30 "
3 28 P M	34	arr. + Cranberry ð lve.	9 25 A M
		(Linville River Ry.)	
3 32 P M	34	lve. Cranberry arr.	9 20 A M
†3 45 "	37	Minneapolis Junc.	†9 05 "
4 03 P M	42	Newland ⊙	8 51 A M
4 32 P M		arr. Pineola ⊙ (Bus) lve.	8 35 A M
†4 12 P M	44	Montezuma ⊙	†8 43 A M
†4 20 "	46	+ Linville ⊙	†8 35 "
†4 38 "	50	Linville Gap	†8 18 "
†5 08 "	56	Foscoe	†7 51 "
5 13 "	58	Shulls Mills ⊙	7 47 "
6 20 P M	66	+ Boone ⊙	†7 20 A M
		ARRIVE] [LEAVE	





#2, the CRANBERRY, as delivered (right) by Baldwin in 1881. c/n 5746. Rebl t with extended smokebox & straight stack (above) Sold to Hilton Lbr Co #14 in 1910



James P. Shuman, courtesy William Moedinger Jr.

A snappy 0-8-0 blt by Brooks [c/n 33951] in 1906. The only such three foot gauge yard engine built for domestic service.

The quaint trains of the East Tennessee & Western North Carolina haven't operated over the yard-wide tracks here in Doe River Gorge since October 1950. The grade was a rough 3 per cent.

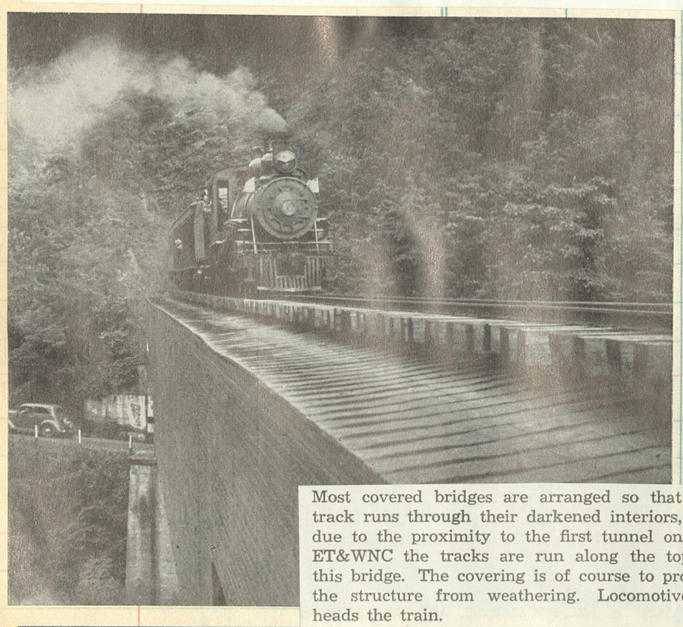
TRAINS & TRAVEL: Robert B. Adams.

Baldwin 1917 c/n 45069

Henry Bender Collection

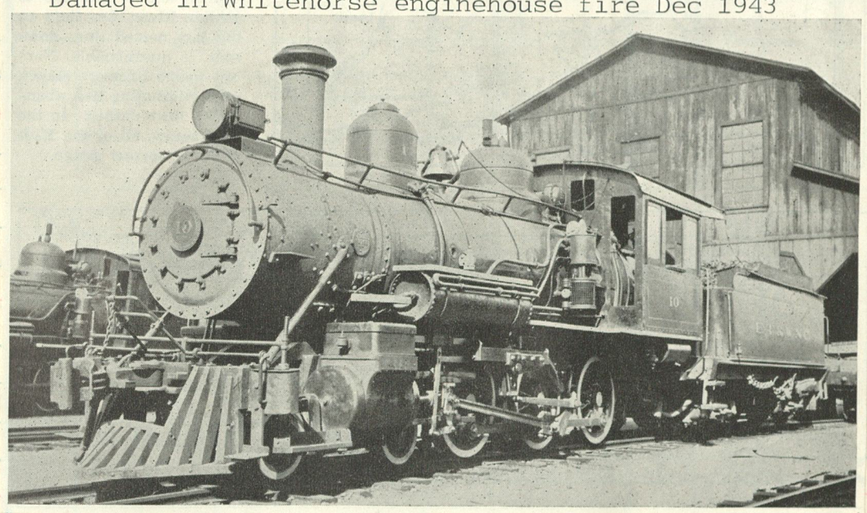
Following the abandonment of the narrow gauge ET&WNC from Elizabethton to Cranberry in 1950, Baldwin-built 12 went to a brief-lived railfan operation at Laird, Virginia as Shenandoah Central No. 12. Later the ten-wheeler and her ex-ET&WNC cars went to the Tweetsie Railroad at Blowing Rock, North Carolina where she operates today.

Ten-wheeler 12 blasts up State Line Hill with a consist of mixed freight cars in January, 1946.



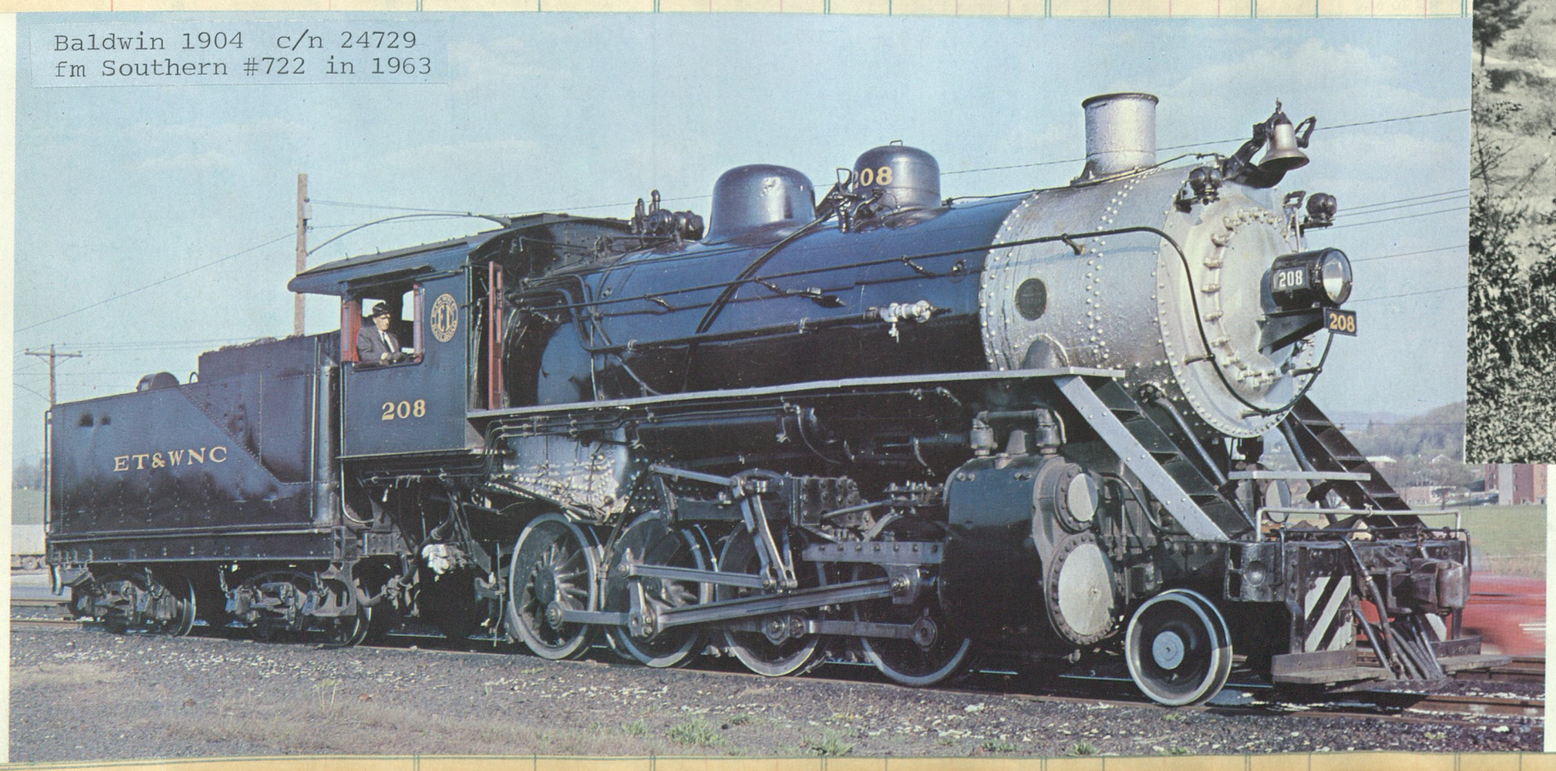
Most covered bridges are arranged so that the track runs through their darkened interiors, but due to the proximity to the first tunnel on the ET&WNC the tracks are run along the top of this bridge. The covering is of course to protect the structure from weathering. Locomotive 12 heads the train.

Pretty little Ten Wheeler #10, Baldwin 1916 #42766
Sold to USA Trans Corps for service on the WP&YR
Damaged in Whitehorse enginehouse fire Dec 1943



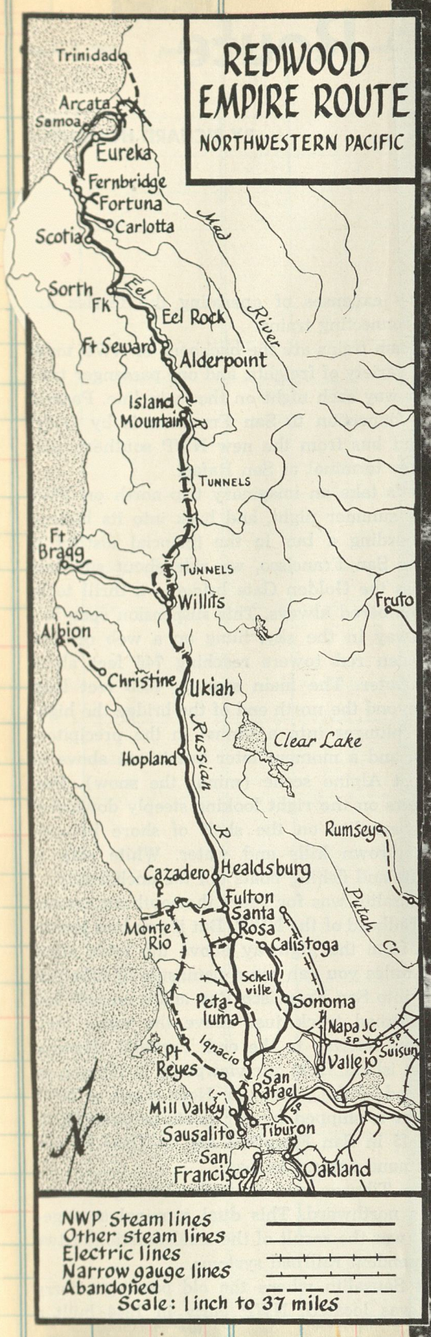
#11 switches the mini yard at Elk Park

Baldwin 1904 c/n 24729
fm Southern #722 in 1963



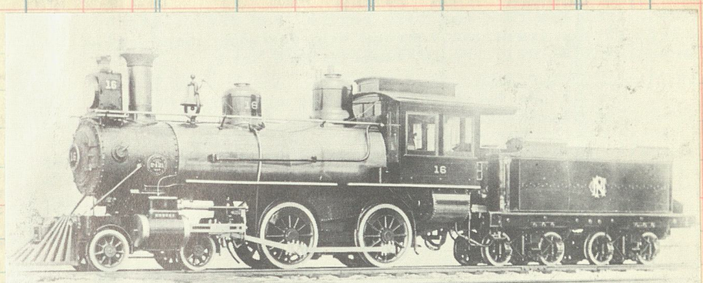
The Northwestern Pacific Railroad

Redwood Empire Route

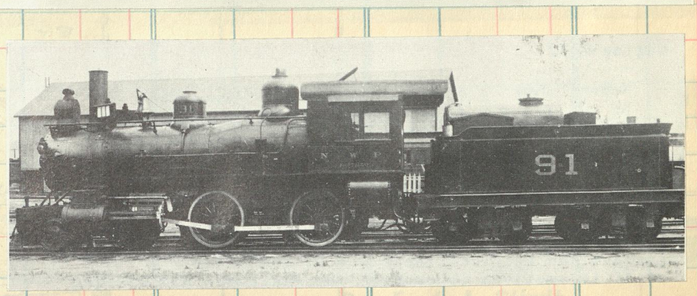


The Northwestern Pacific, 267 miles of tenuous line stretching north from San Francisco Bay and not far back from the coast, is a Southern Pacific subsidiary thriving on the lumber and agriculture of the area.

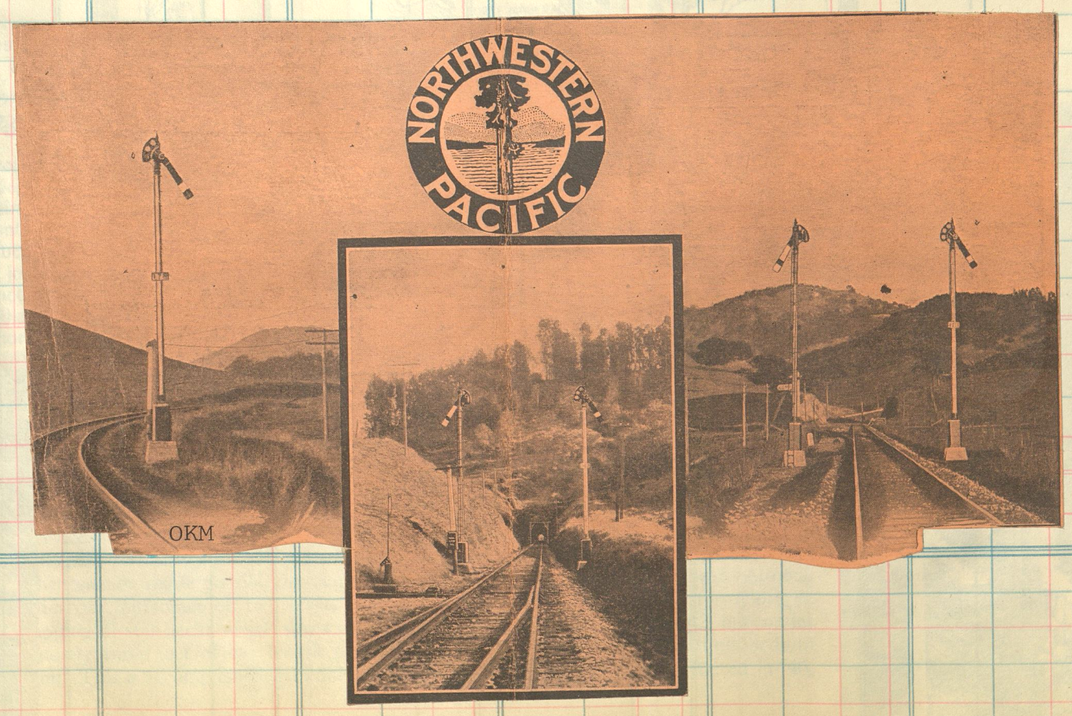
#91 framed by giant redwoods at Elim Grove (MP 83.5) in 1910



North Pacific Coast #16 Brooks c/n 2421 blt 1894. To North Shore #16, to NWP #91



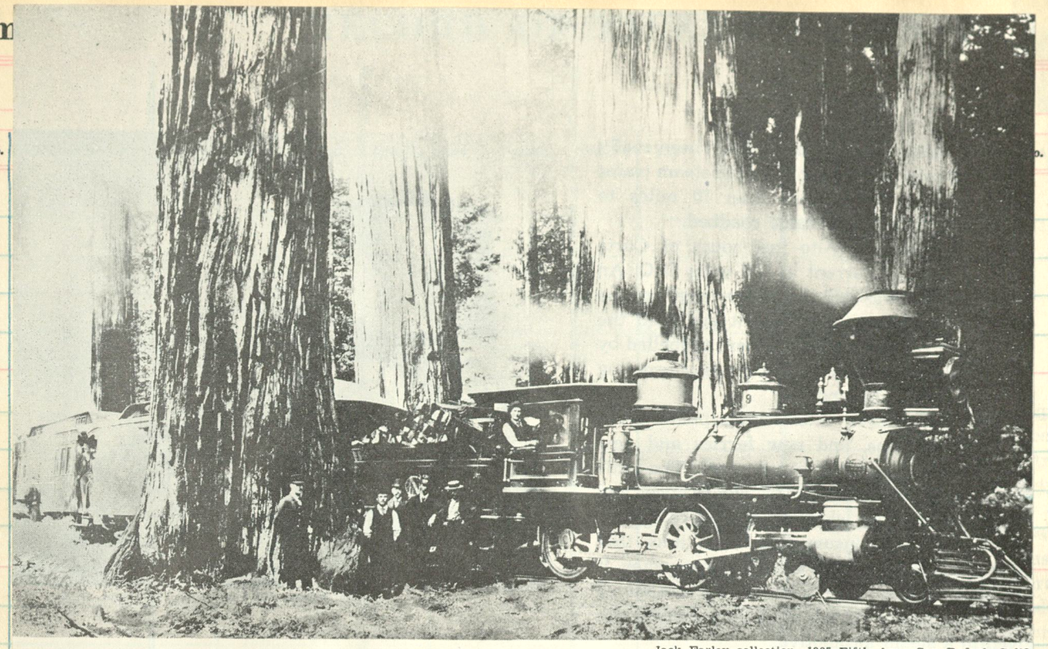
Union Style "B," A. C., Automatic Block Signals on the Northwestern Pacific



Northwestern Pacific.

Redwood Vista on NWP

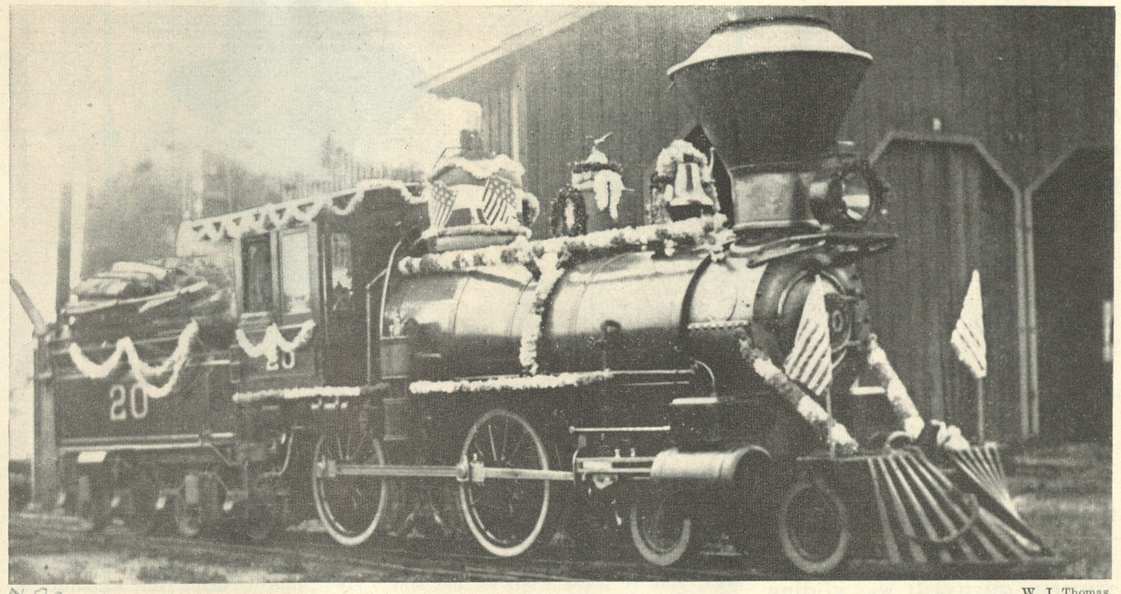
Northwestern Pacific runs in the shade of giant redwoods and before the war its day train in combination with a bus to Grants Pass offered a fine scenic through route.



Jack Farley collection, 1905 Fifth Ave., San Rafael, Calif.

Eng #9 "M. S. Latham" Baldwin 1875 c/n 3749

Redwoods shade the standard gauge main line today in much the same way as they did the Cazadero narrow gauge in the '90's. This may be one of the picnic trains that used to make the 80-mile trip.

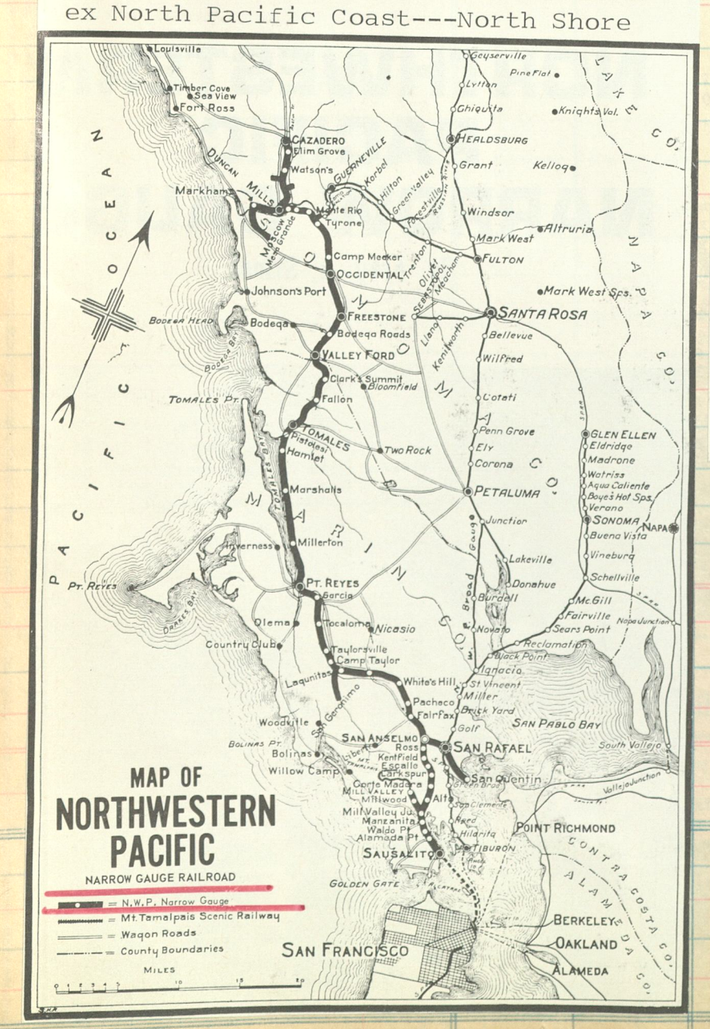


W. J. Thomas.

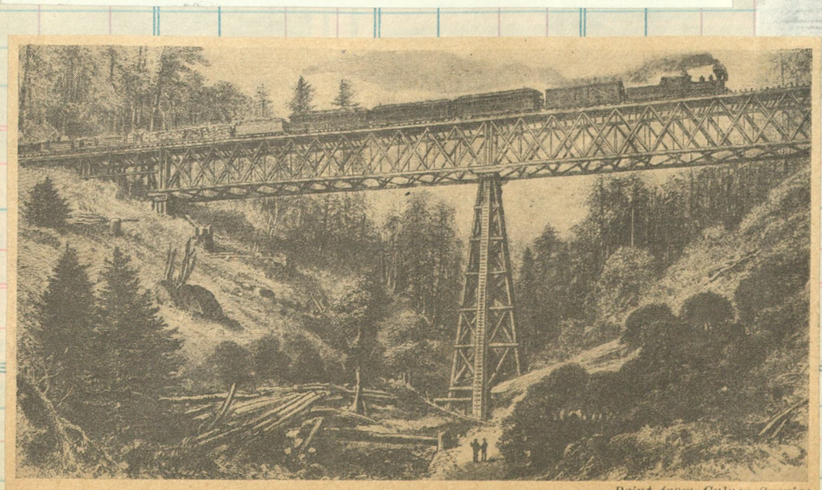
NPC

#20, a perky little Eight wheeler, was Bill Thomas's first engine. Blt at the Sausalito Shops in 1900.

ex North Pacific Coast---North Shore



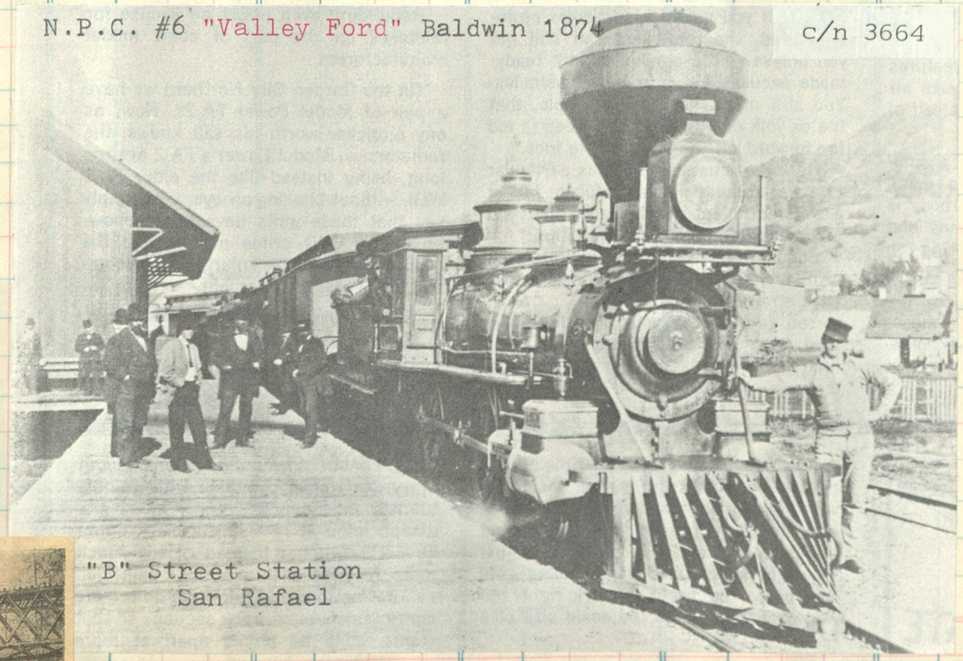
N.P.C. wharf at Sausalito



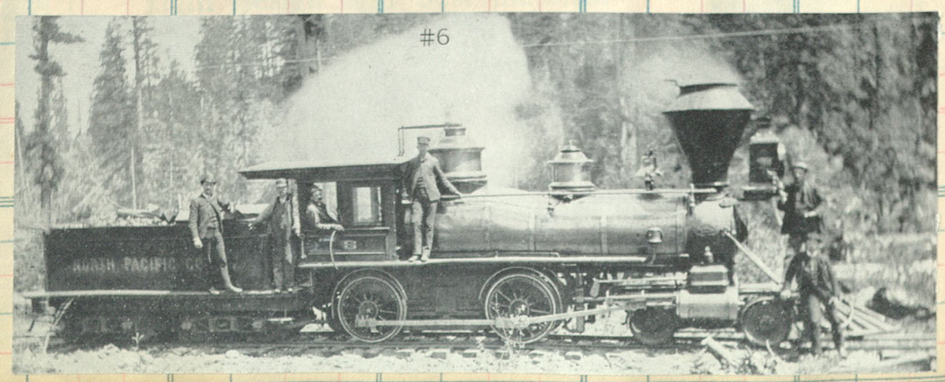
Print from Culver Service

HOME-GROWN TRESTLE. Projectors of North Pacific Coast Railroad right-of-way felled nearby trees for building material to bridge gaps in the tortuous main line

N.P.C. #6 "Valley Ford" Baldwin 1874 c/n 3664

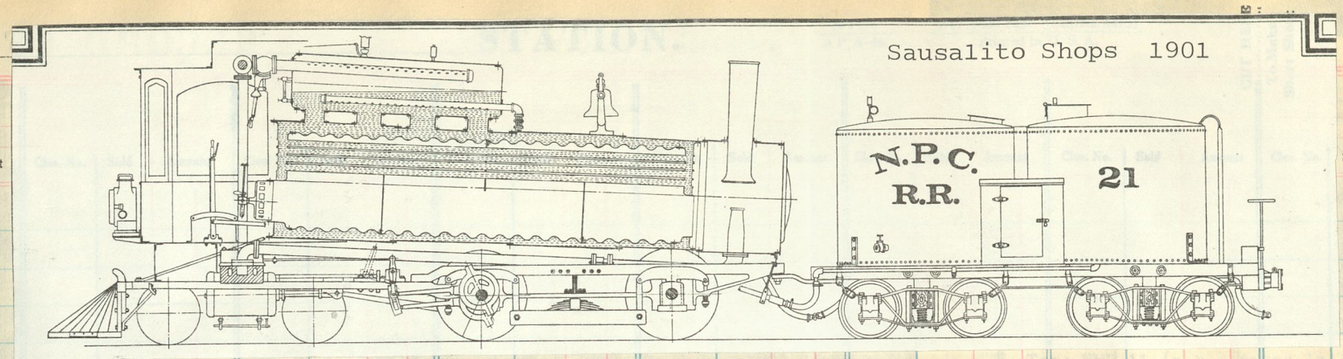


"B" Street Station
San Rafael

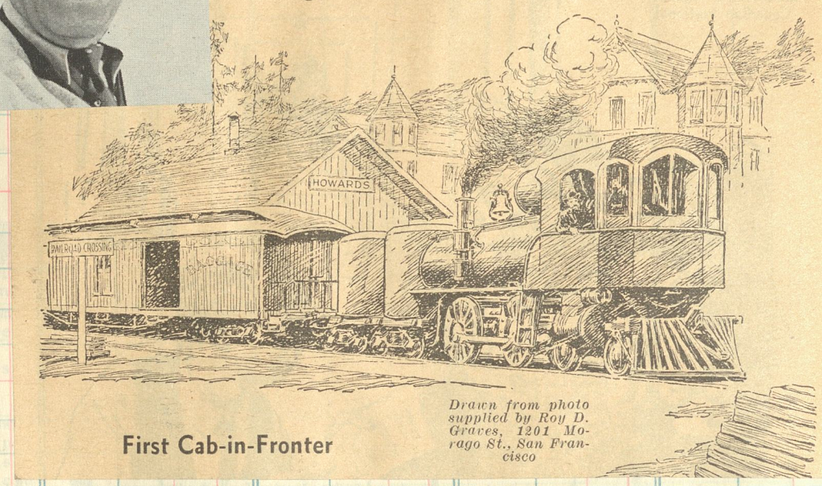


NORTH PACIFIC COAST No.21

FIRST WATER TUBE BOILER, OIL-burning, cab forward in America (1900).



TEN YEARS BEFORE the Southern Pacific's cab-ahead articulated engines made their first appearance on the Overland Route, the little, narrow-gage North Pacific Coast had a rebuilt 4-4-0 with cab in front designed by the road's master mechanic, William J. Thomas (left). A route through hilly, wooden terrain, crowded with curves and tunnels, could be safer and speedier if the engine crew had better visibility, Bill Thomas decided

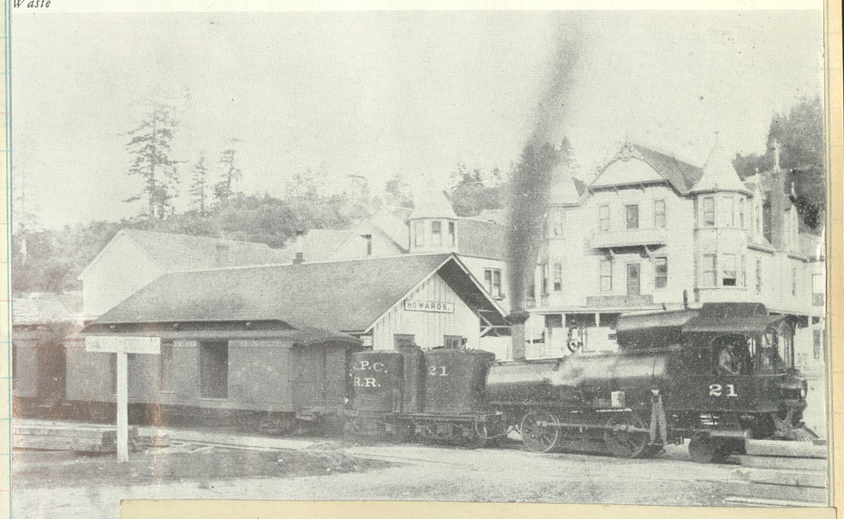


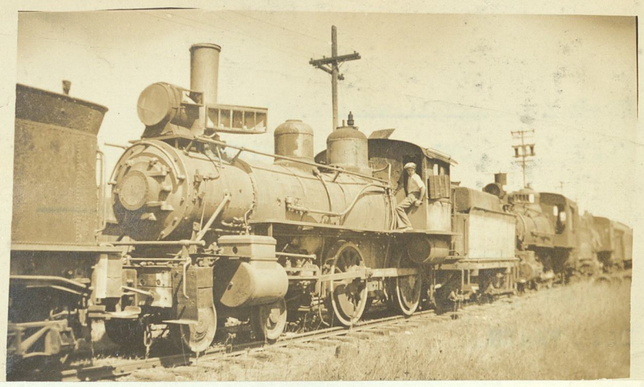
First Cab-in-Fronter

Drawn from photo supplied by Roy D. Graves, 1201 Morago St., San Francisco

N.P.C. No. 21 with a passenger train at Howard's (now Occidental).

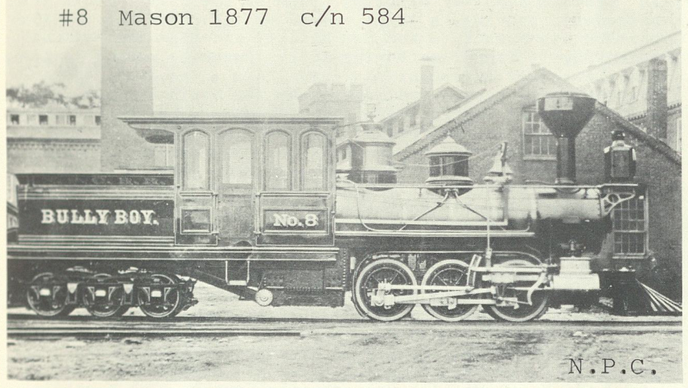
Waste



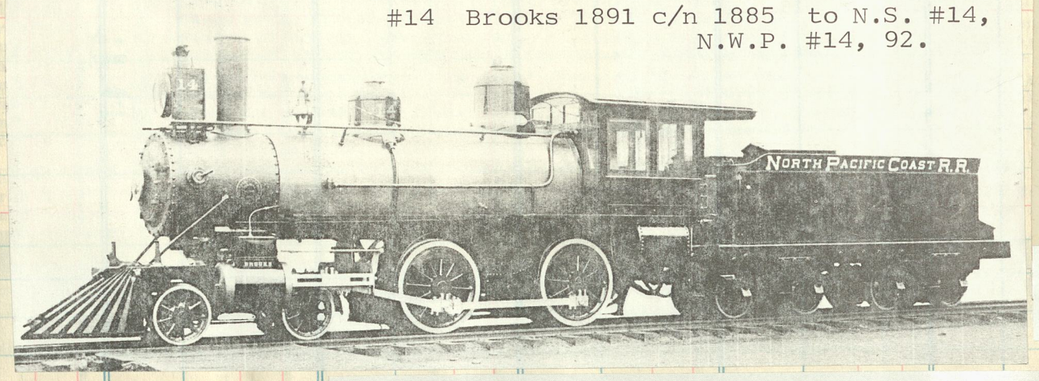


Half a century later #93 stands on the rip track at Pt Reyes. Blt as South Pacific Coast #14 by Baldwin 1884. Foto fm W A Silverthorn

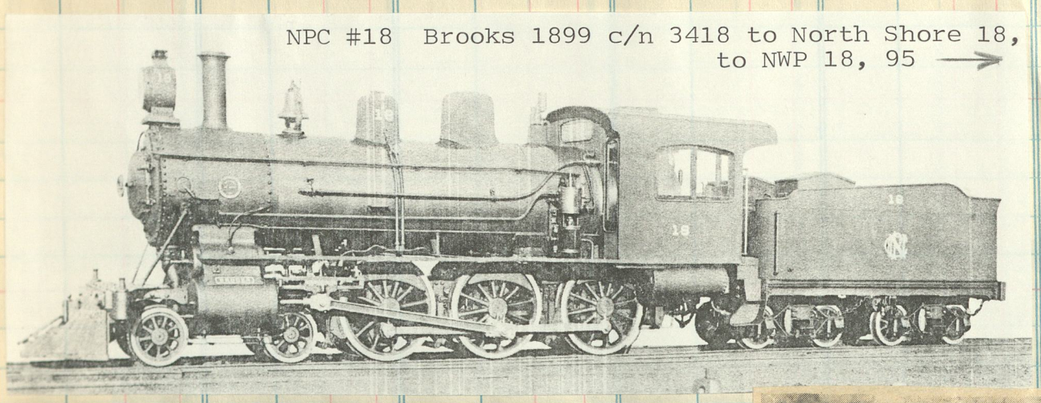
#8 Mason 1877 c/n 584

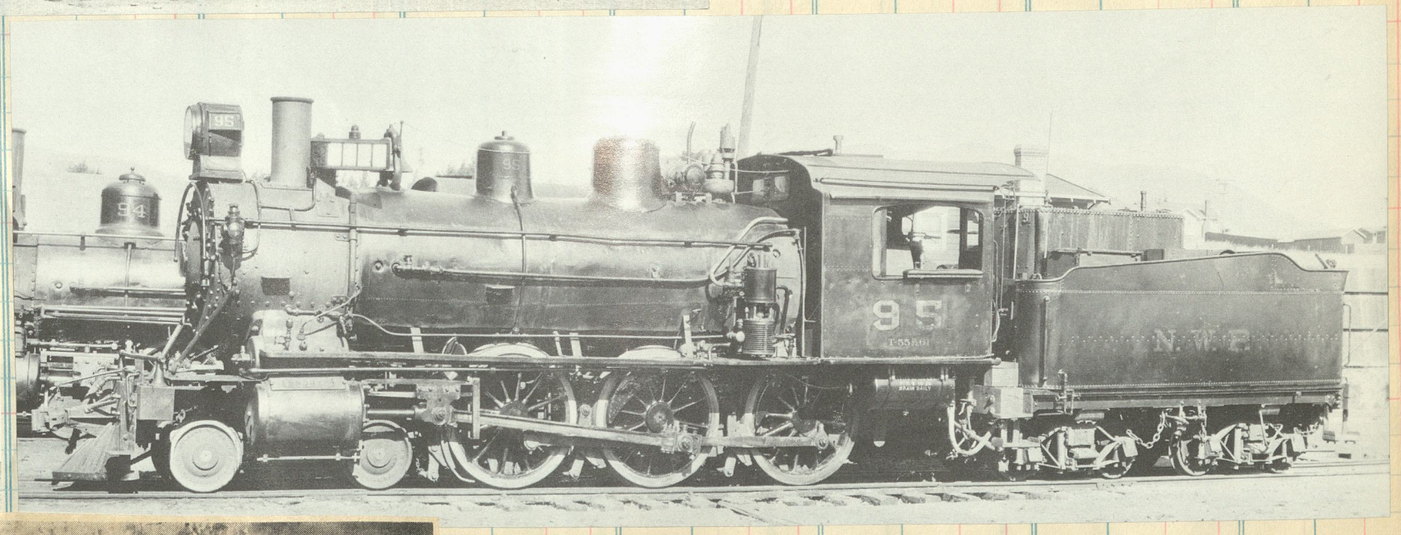


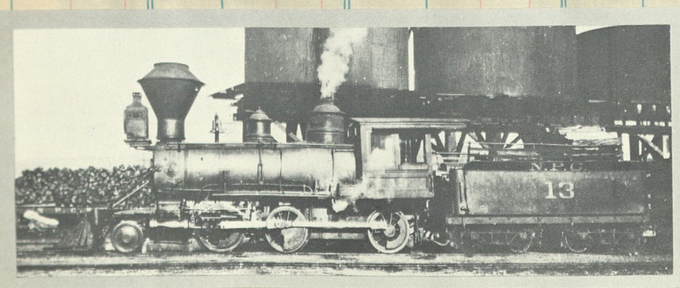
#14 Brooks 1891 c/n 1885 to N.S. #14, N.W.P. #14, 92.



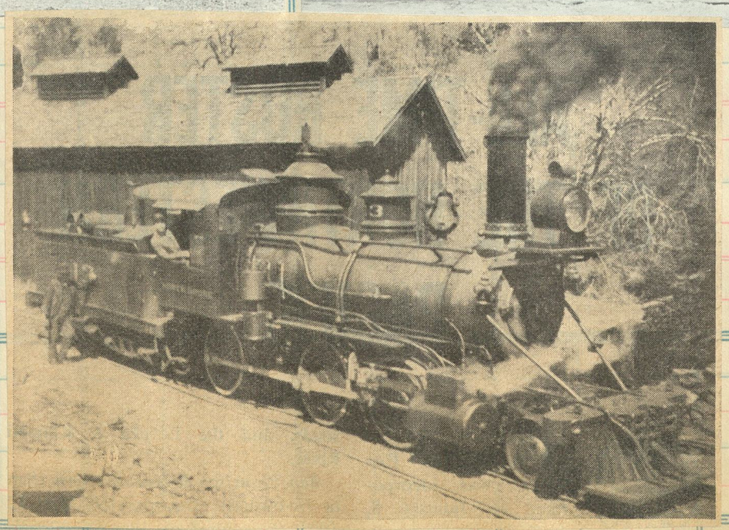
NPC #18 Brooks 1899 c/n 3418 to North Shore 18, to NWP 18, 95 →

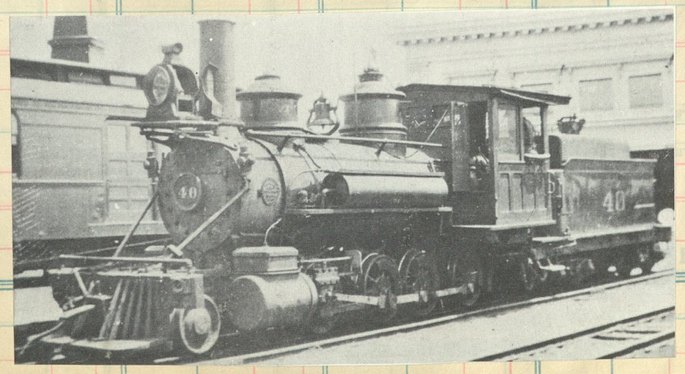




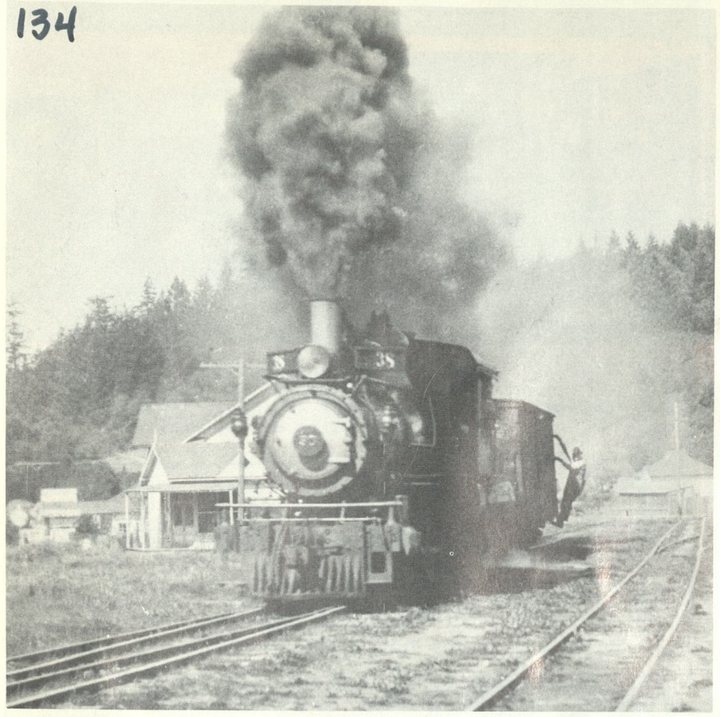


#13, the only 2-6-0 on the n.g. roster, as N.P.C (above) and on the N.S. at right Blt in 1883 by Baldwin c/n 6611





North Shore #40, a 2-8-0, purchased from D&RG (#44 "Texas Creek" Baldwin 1880) renoed NWP 321



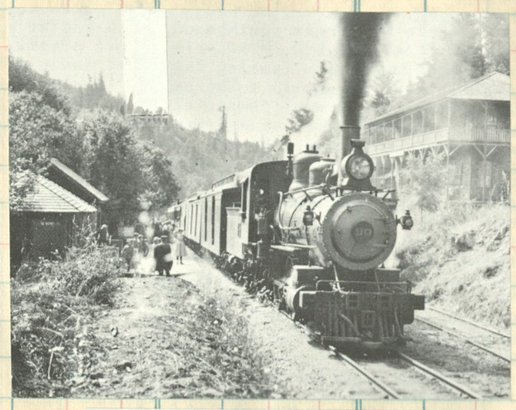
A switching move at Occidental about 1930 with engine 90 on northbound train 38 having turned on the table at the Occidental depot will back-up to Camp Meeker, 1.4 miles, before heading south as Train No. 37. Photograph taken by Ed Nervo

William Waste

Train No. 9, Engine 92, left Cazadero at 5:55 AM, due in Sausalito 10:03, but the crew had time to visit a bit at "Miller's Retreat."

Occidental in 1907

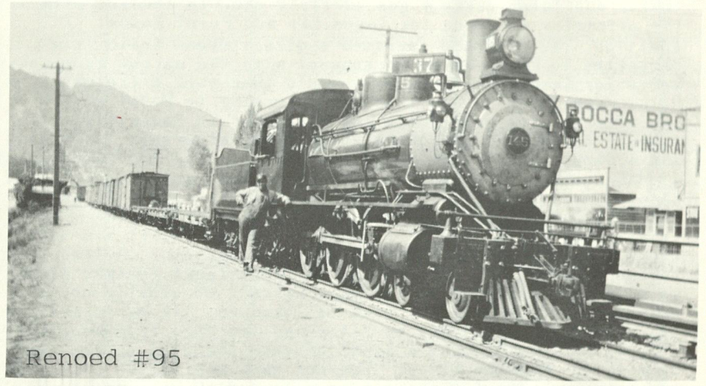
Clos. No. | Sold | Amount



#90 on southbound train at Camp Meeker

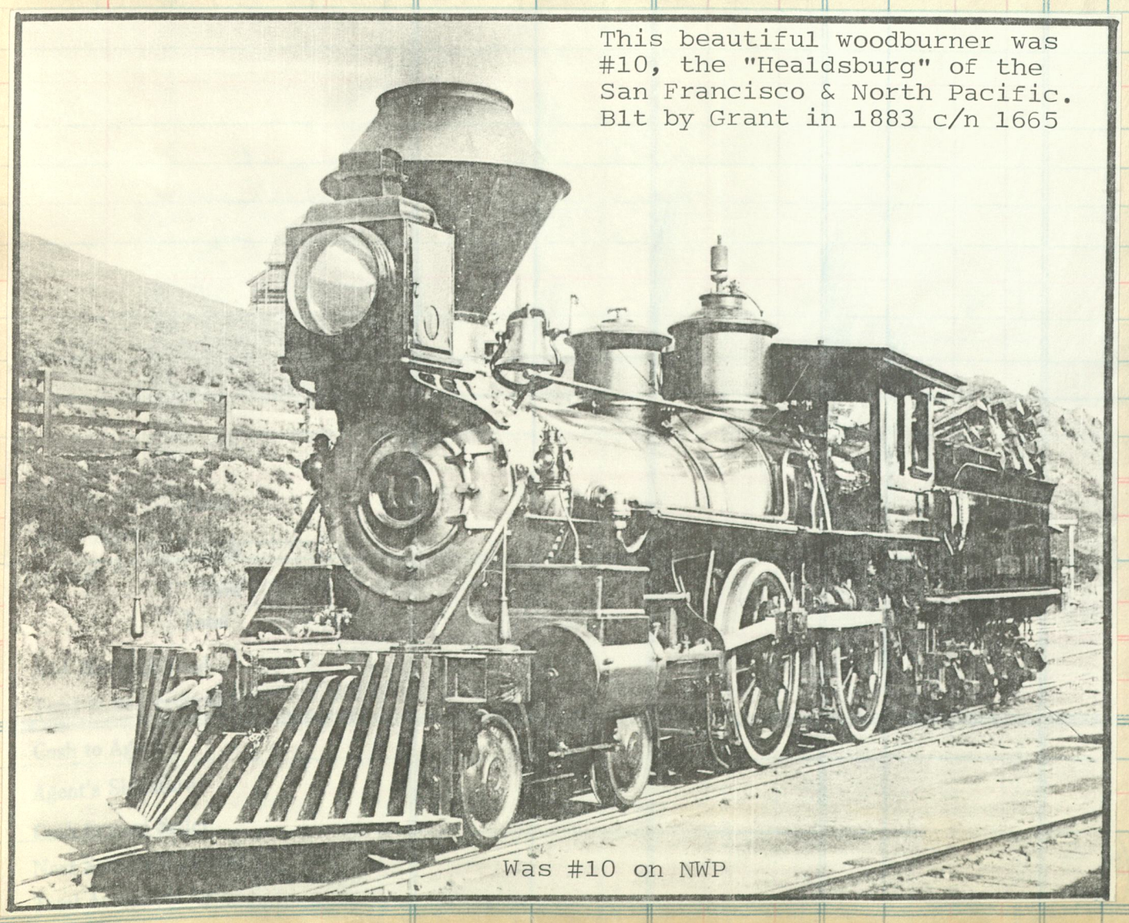
Engines 145 and 92 doublehead into Monte Rio on the second section of Train 8 on the Fourth of July, 1912, on the portion shared with the standard gauge. Photograph by Rhea.

Engine 92 with the afternoon southbound passenger train at Monte Rio in 1908, one year before the standard gauge was extended to this point, and beyond to Duncan Mills, to cut into the slim gauge revenues. The Monte Rio Hotel is at the left. From the Collection of Roy D. Graves.



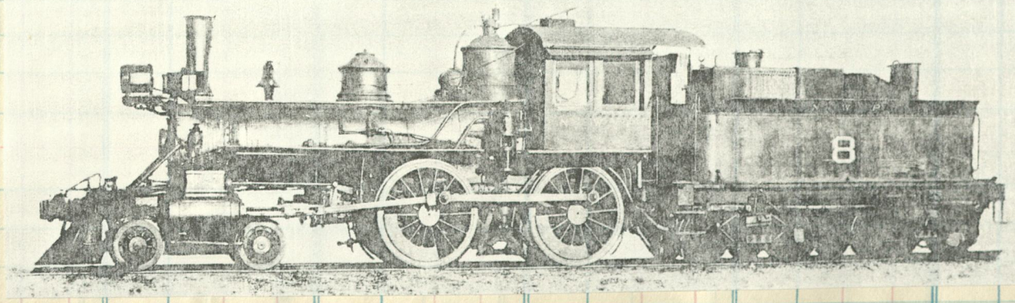
Renoed #95

The Occidental Freight Train No. 37 headed by engine 145 arrives at Fairfax about noon in September, 1915, with Engineer Caldwell. Cars were switched at San Anselmo to the transfer platforms for reloading into standard gauge cars. In the afternoon the train returned to Occidental as train 38. Photograph by the late W. A. Silverthorn.

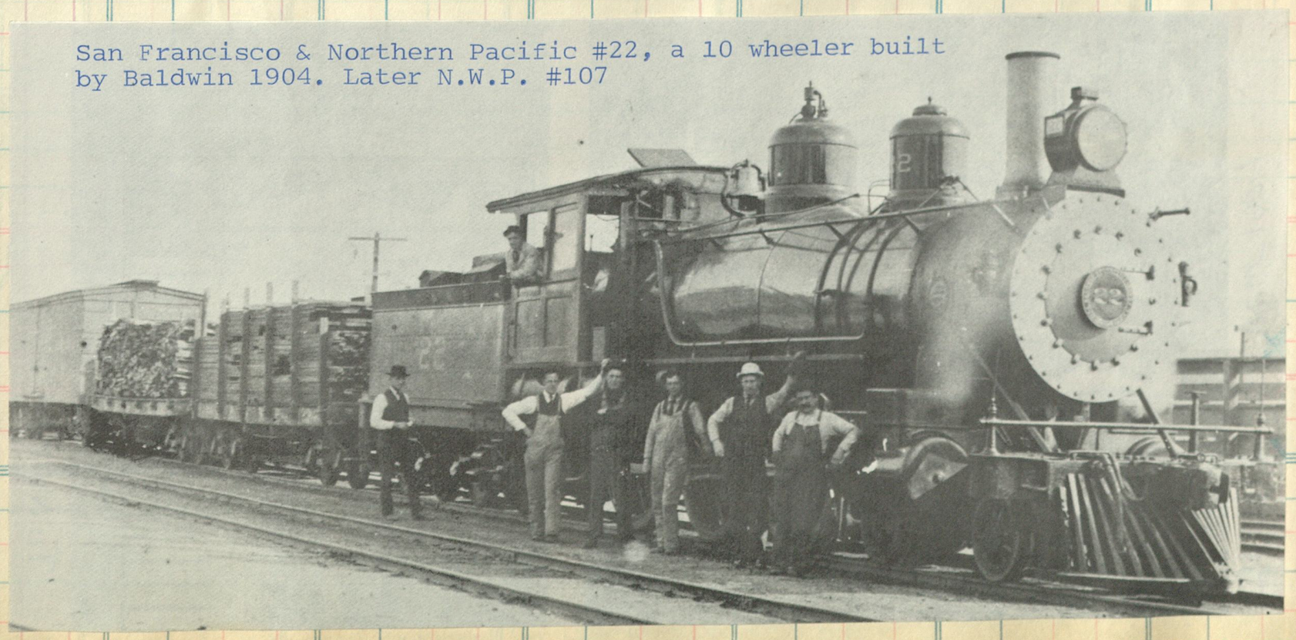


This beautiful woodburner was #10, the "Healdsburg" of the San Francisco & North Pacific. Blt by Grant in 1883 c/n 1665

Was #10 on NWP



(8) Formerly SF&NP 8, the "San Rafael." Known as the "Bullet," it was a favorite on the Sonoma Valley branch. It was used in the motion picture "Iron Horse" filmed in 1923. It was built by Baldwin in 1881 and was retired in 1925. Photo at Tiburon about 1915.



San Francisco & Northern Pacific #22, a 10 wheeler built by Baldwin 1904. Later N.W.P. #107

Eureka & Klamath River #6. Built by Baldwin in 1887 as Los Angeles County #3 [c/n 8947] then to Los Angeles & Pacific #3. In 1900 sold to the E&KR and renoed #6, to Oregon & Eureka #6 in 1903 and became NWP 2nd #3 in 1911.

Mill Valley 1889

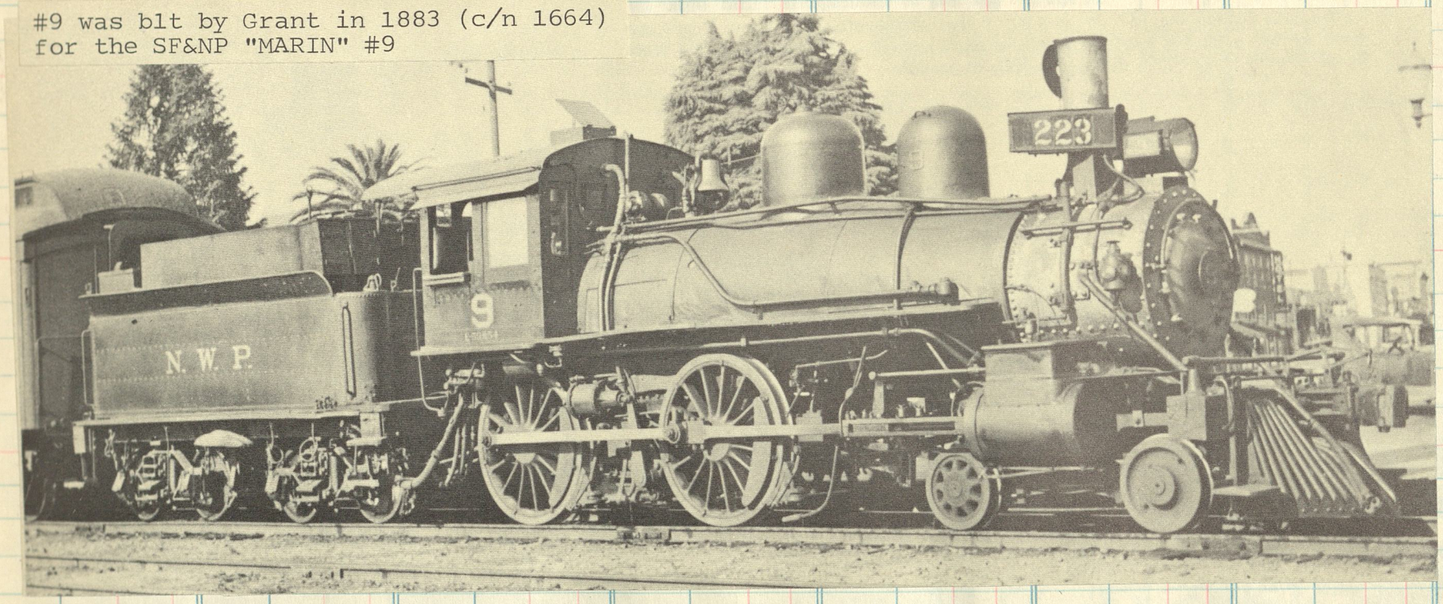
To Make Short Sheet

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

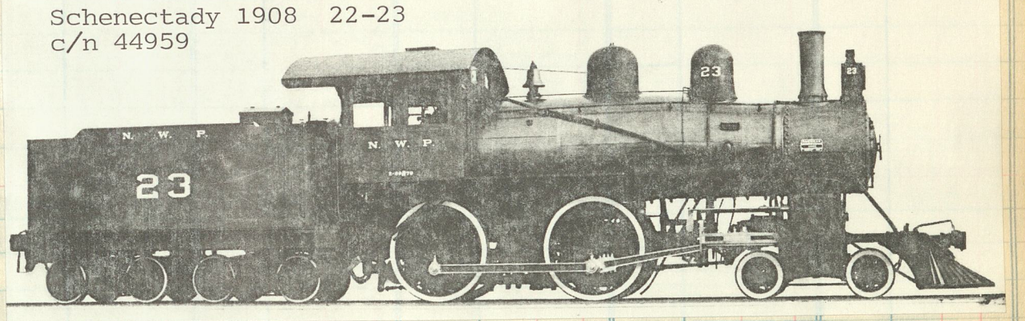
Baldwin c/n 22446
to NWP #201

California North Western #33, 1903, 2-6-2T type.

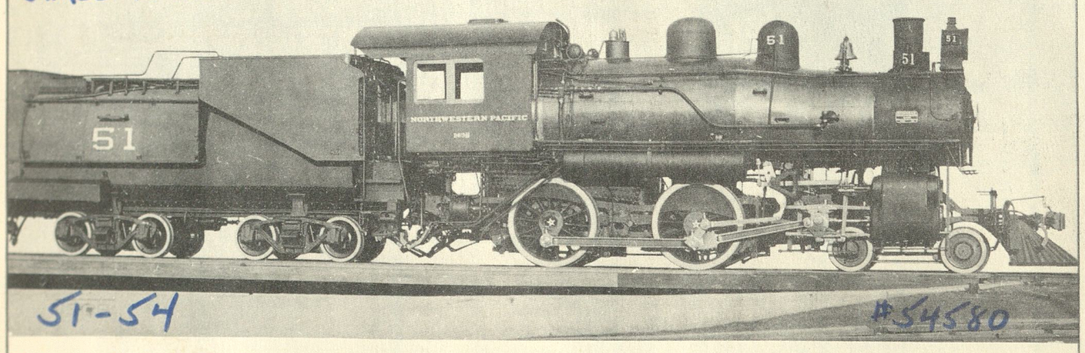
#9 was blt by Grant in 1883 (c/n 1664)
for the SF&NP "MARIN" #9



Schenectady 1908 22-23
c/n 44959



CLASS E-50

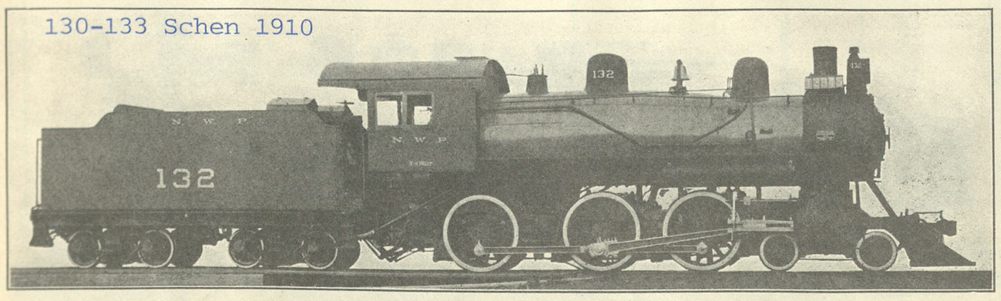


51-54

#54580

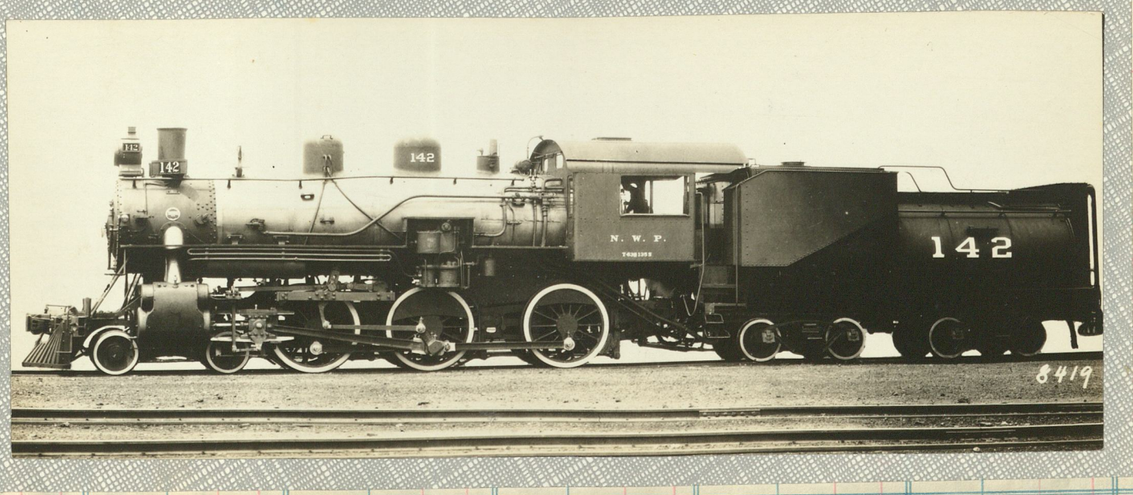
Northwestern Pacific passenger locomotive No. 51, built by American Locomotive Company, Schenectady Works, April 1914. Oil fuel. Cylinders 19 in. x 26 in. Drivers 63 in. Driving wheel base 8 ft. 6 in. Engine wheel base 23 ft. 3½ in. Engine and tender wheel base 54 ft. 2¾ in.

130-133 Schen 1910



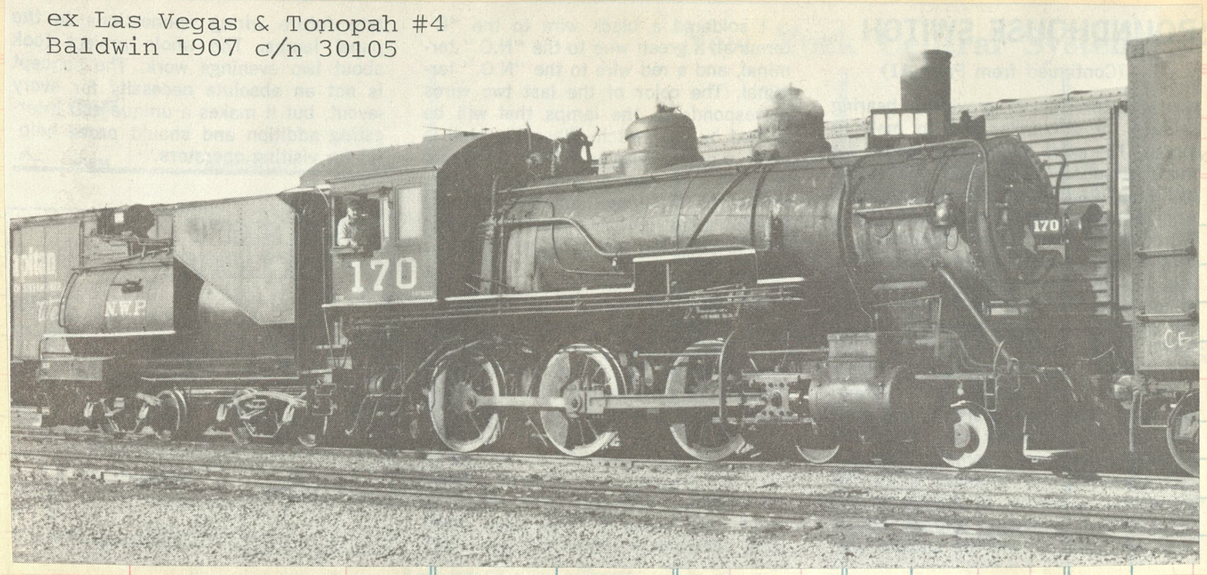
4091

Fig. 78—Ten-Wheel (4-6-0) Locomotive for Passenger Service. Built for the North Western Pacific by the American Locomotive Company. Cylinders, 20 in. x 28 in. Working Steam Pressure, 200 lbs. per sq. in. Diameter of Drivers, 63 in. Tractive Effort, 30,200 lbs. Heating Surface—Tubes, 2,588 sq. ft.; Firebox, 173 sq. ft.; Total, 2,761 sq. ft. Grate Area, 30.3 sq. ft. Rigid Wheel Base, 14 ft. 10 in. Total Engine Wheel Base, 25 ft. 11 in. Weight on Drivers, 127,000 lbs. Total Weight of Engine, 169,000 lbs. Fuel, Oil.



In the editor's opinion this has to be one of the prettiest Ten Wheelers ever built. At first glance one would assume she was a Schenectady engine from her refined appearence, however, she was constructed by the Baldwin people in 1922 [c/n 55356]. The high mounted headlight, train indicator boards, Vanderbilt tank with overall well balanced design produced an extremely attractive engine.

ex Las Vegas & Tonopah #4
Baldwin 1907 c/n 30105

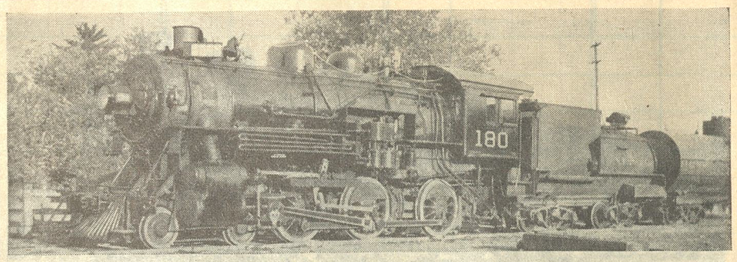


Amount

S.P. 2336 4-6-0 BLW 1909
worked the N.W.P. June
1940 to Sept 1951

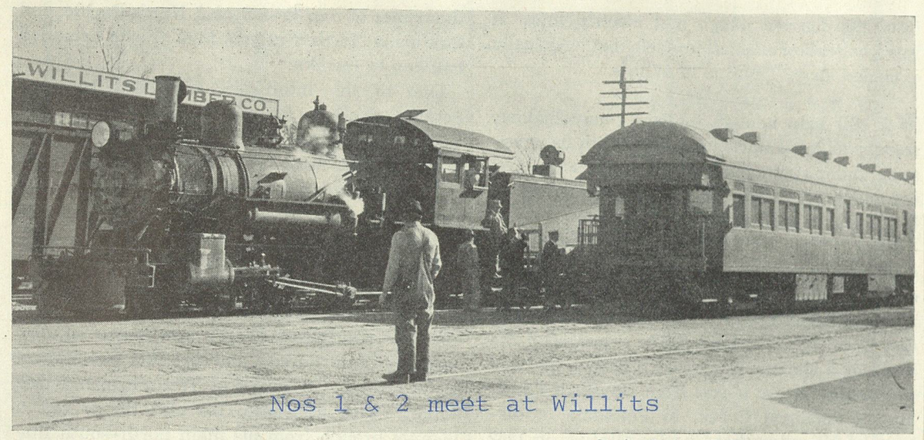
On Train #3 departing Petaluma

old Amount Clos. No. Sold Amount



NORTH WESTERN PACIFIC ENGINE 180 IN REDWOOD VALLEY, CAL.
This photo was taken in 1938 by Brother W. A. Silverthorn, S.-T., Div. 704, at the time he was running it in helper service.

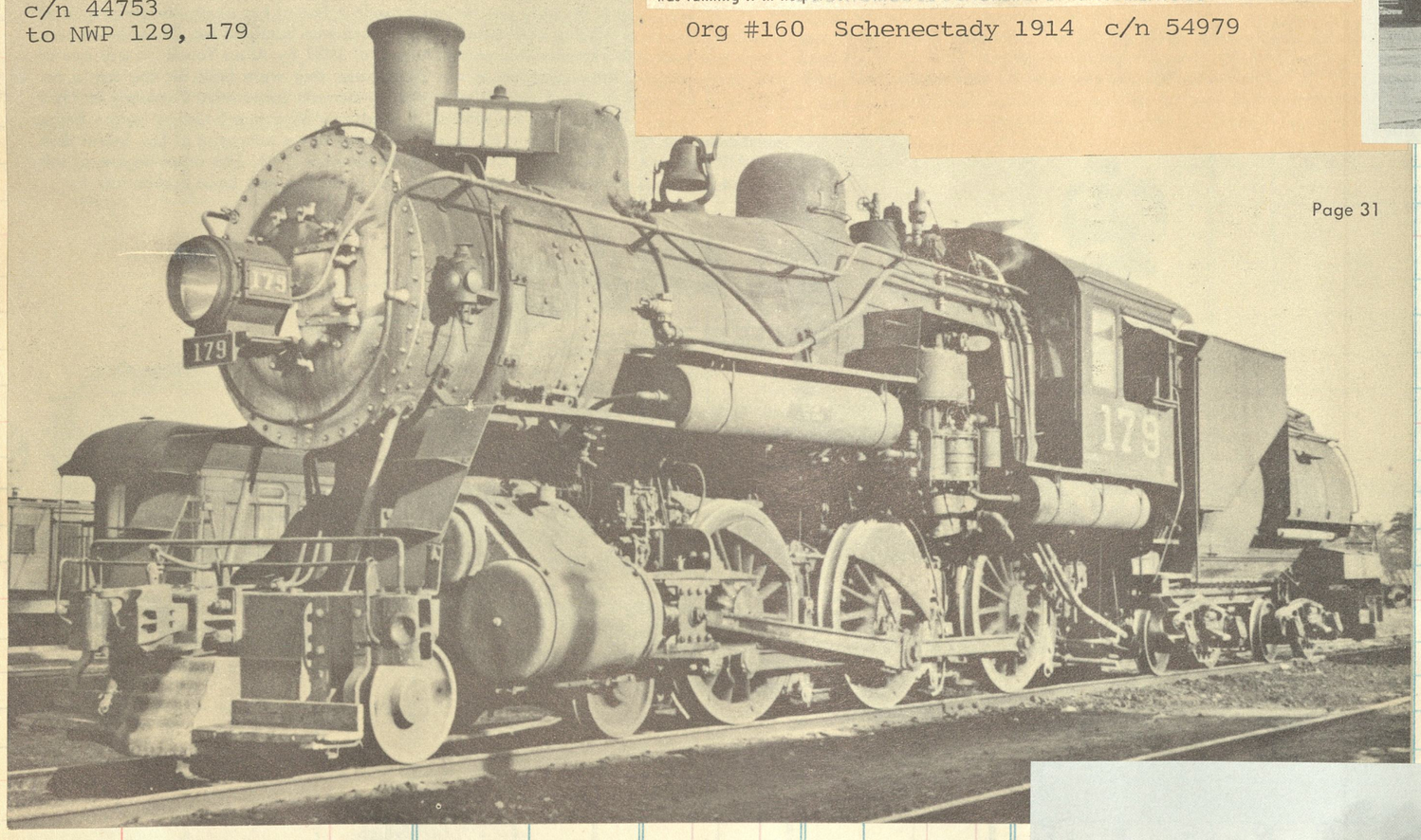
Org #160 Schenectady 1914 c/n 54979



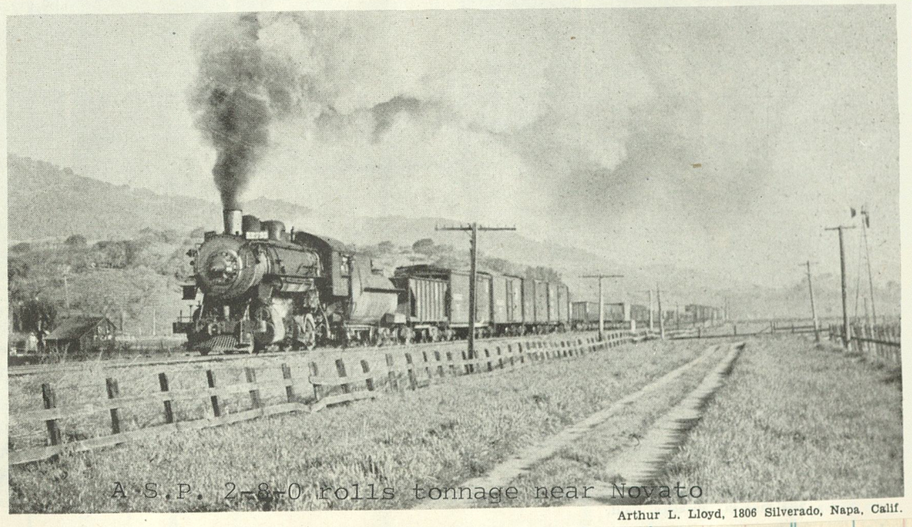
Nos 1 & 2 meet at Willits

Stanley Borden, 231 Liberty St. Petaluma, Calif.

Built as LV&T #12 by
Schenectady in 1907
c/n 44753
to NWP 129, 179



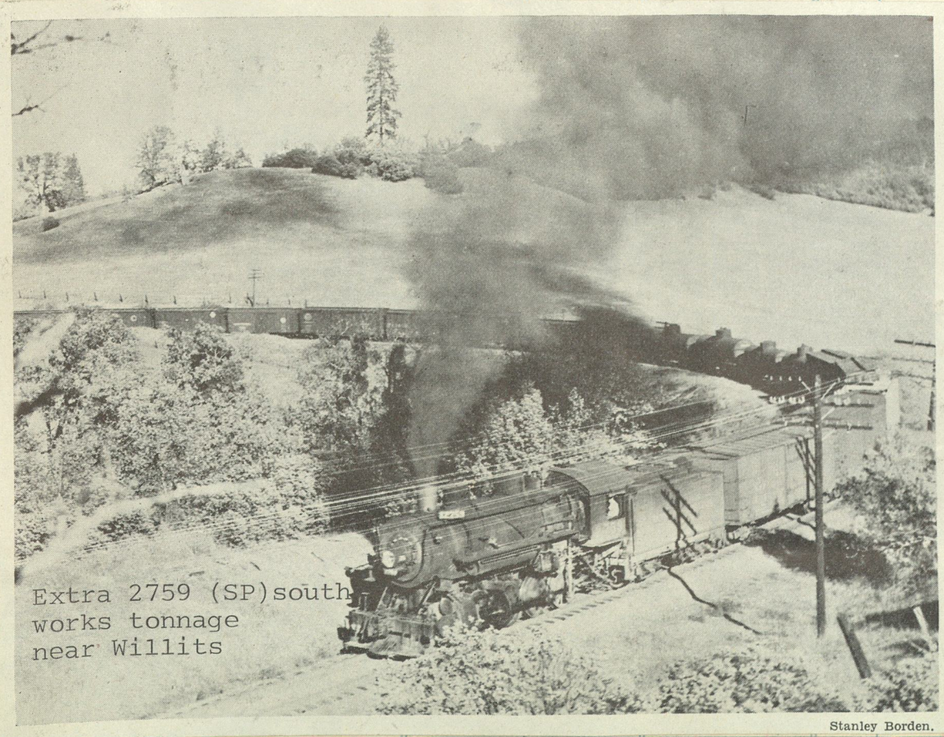
Page 31



A S.P. 2-8-0 rolls tonnage near Novato

Arthur L. Lloyd, 1806 Silverado, Napa, Calif.

Leased S.P. 4-6-2 #3101 with Trn #3
near Altamonte 3/6/40

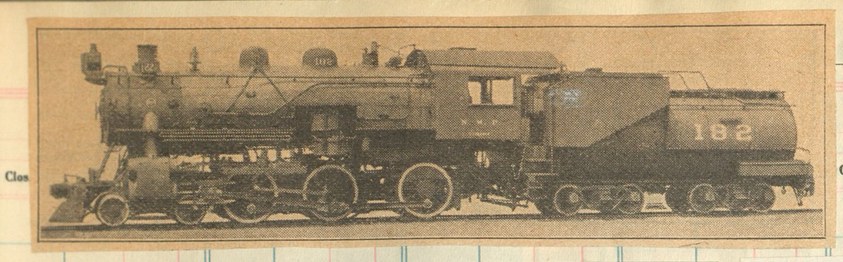


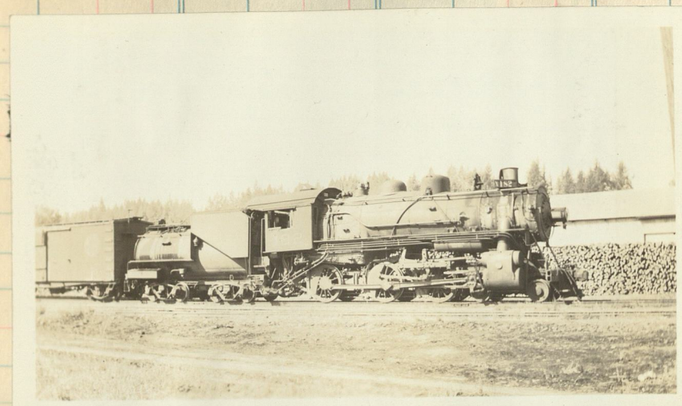
Extra 2759 (SP) south
works tonnage
near Willits

Stanley Borden.

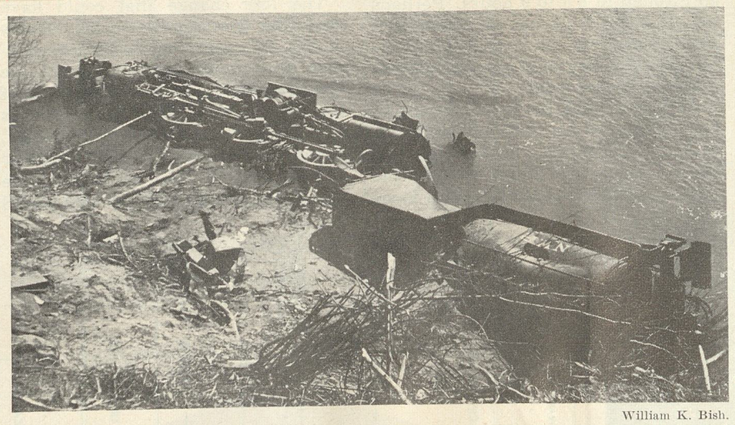
ST

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	S





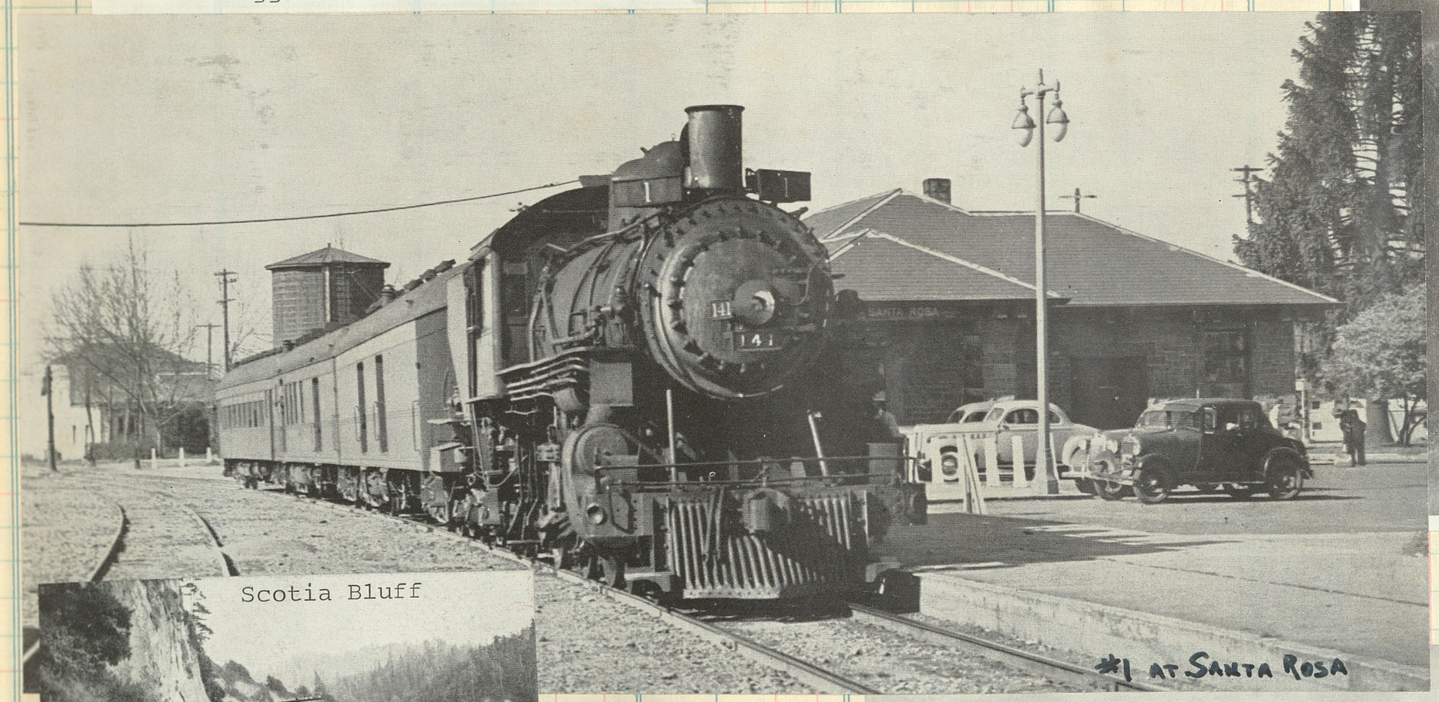
One of three (182-184) sure footed Ten wheelers delivered by Baldwin in 1922. Top, in orginal form and bottom in 1935 with an extra at Redwood Valley Foto gift of W.A.Silverthorn and who was her hogger at the time



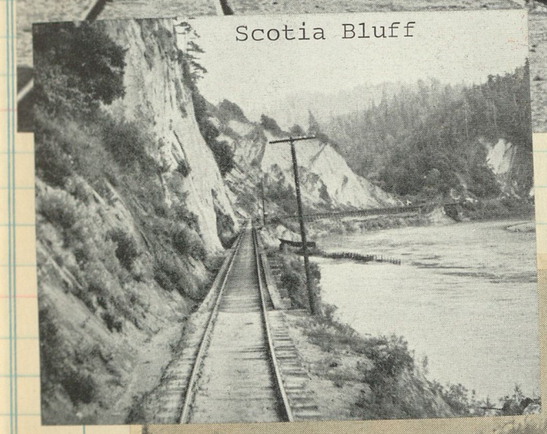
William K. Bish.

4. An old enemy claimed another victim when Northwestern Pacific Ten-Wheeler 184 fell into the EEL River near Scotia, Calif., and killed its crew. A landslide was the cause.

A Northwestern Pacific extra freight puffs up Outlet Creek Canyon, bound southward to Willitts and San Rafael. Here the stream itself is bridged by a steel span that rests on two stone abutments and four central pillars. Southern Pacific, parent of the northern California NWP, also supplies most of its motive power. The squat and useful silver-faced Consolidation here is typical; Baldwin outshopped this oil-burning class C-9 2-8-0 in 1905.



#1 AT SANTA ROSA



Scotia Bluff

Southern Pacific

Headed by No. 183, a NWP freight consist rumbles over the trestles at the foot of Scotia Bluff.

With the day closing down, Trn #1 hurries to her terminal at San Rafael after a 267 mile run from Eureka

138

SELLER

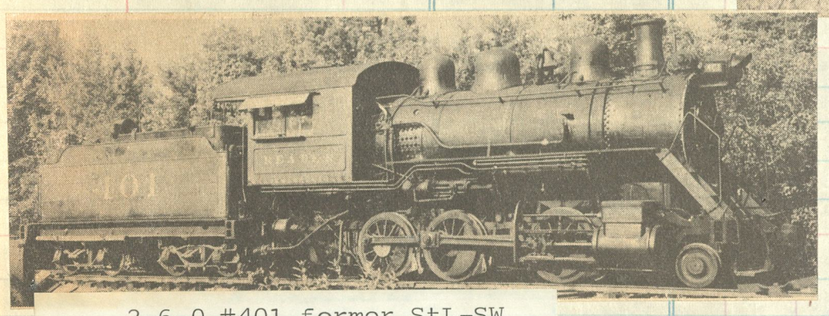
DATE

F

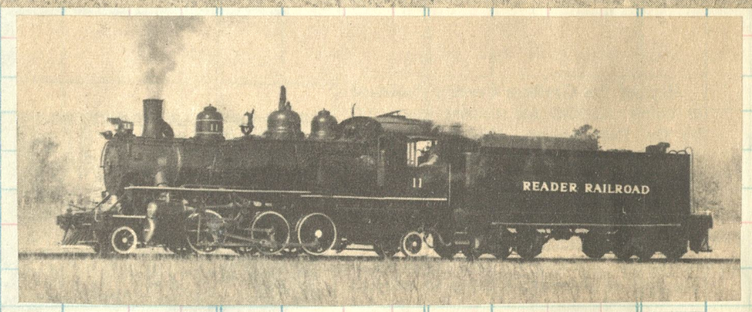
Extends from Reader, Ark., to Ada (0.5 miles), Dewoody Spur (3.0 miles), Cummings Springs (5.3 miles), Dills Mill (12.2 miles), Anthony Switch (17.0 miles), Ames (19.8 miles), Waterloo, Ark. (23½ miles).

READER RAILROAD

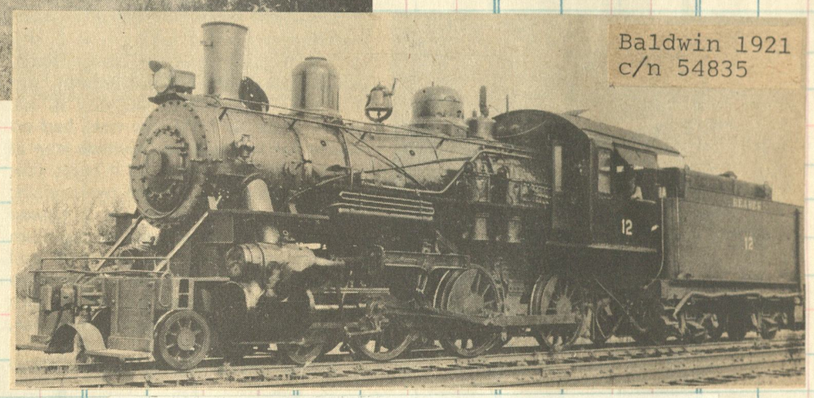
THE "POSSUM TROT" LINE



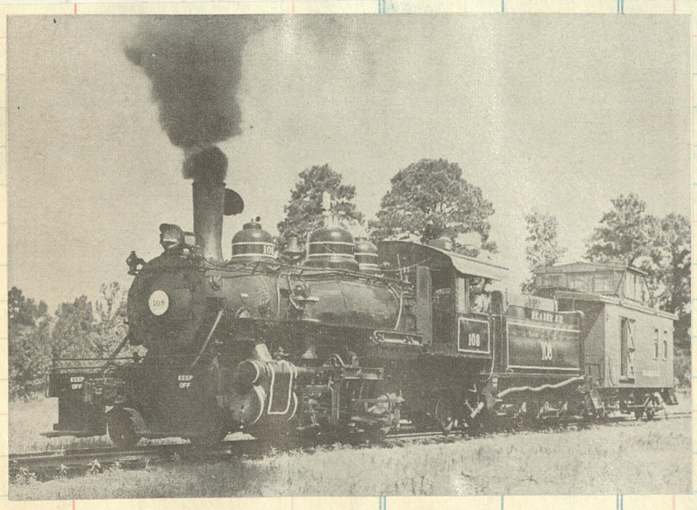
2-6-0 #401 former StL-SW
Rogers 1905 c/n 37533
to the Reader 1945

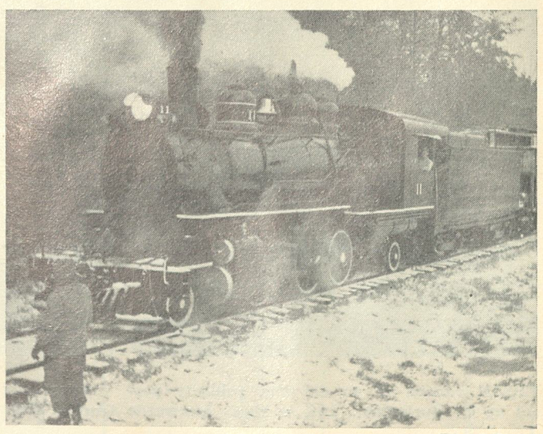


2-6-2 #11, former Caddo River Lbr Co
#11, blt by Baldwin 1925 c/n 58194.



A Baldwin 10 wheeler that worked on
the Texas-Mexican





Edward Turner.

SPORTING tender recently acquired from KCS, Reader Railroad 2-6-2 No. 11 fights an Arkansas snowstorm on December 20, 1963. Reader plans to add a Saturday train for summer 1964.

Total

Add—Error _____ DATE

Deduct " _____ DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

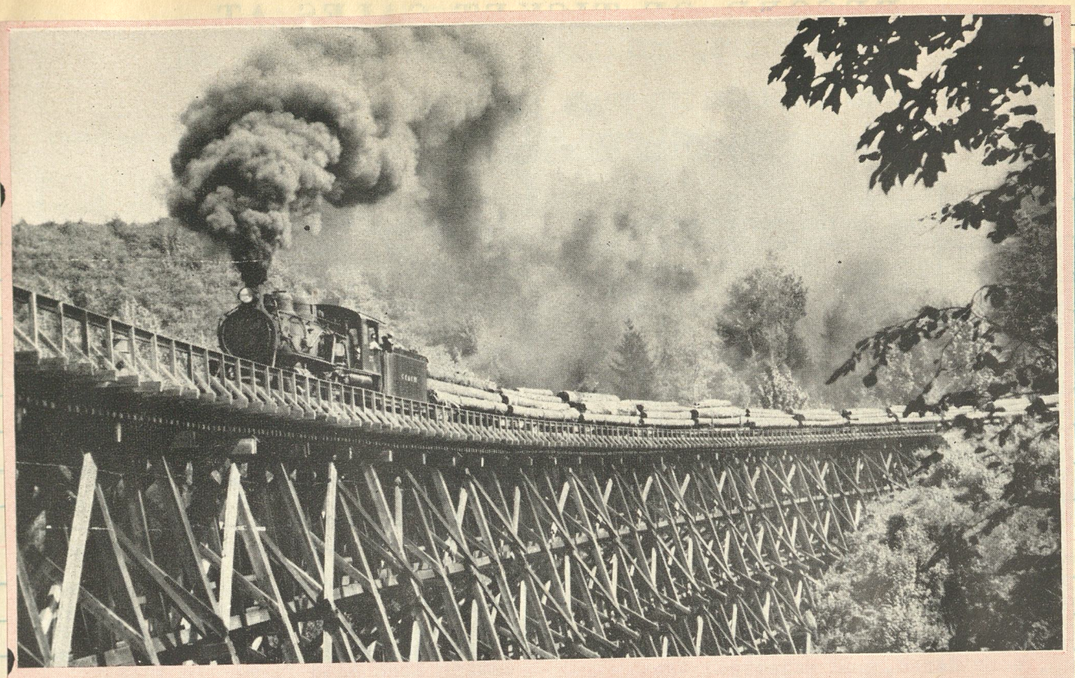
Cash to next Seller

Next Seller's Signature

Total Accounted for

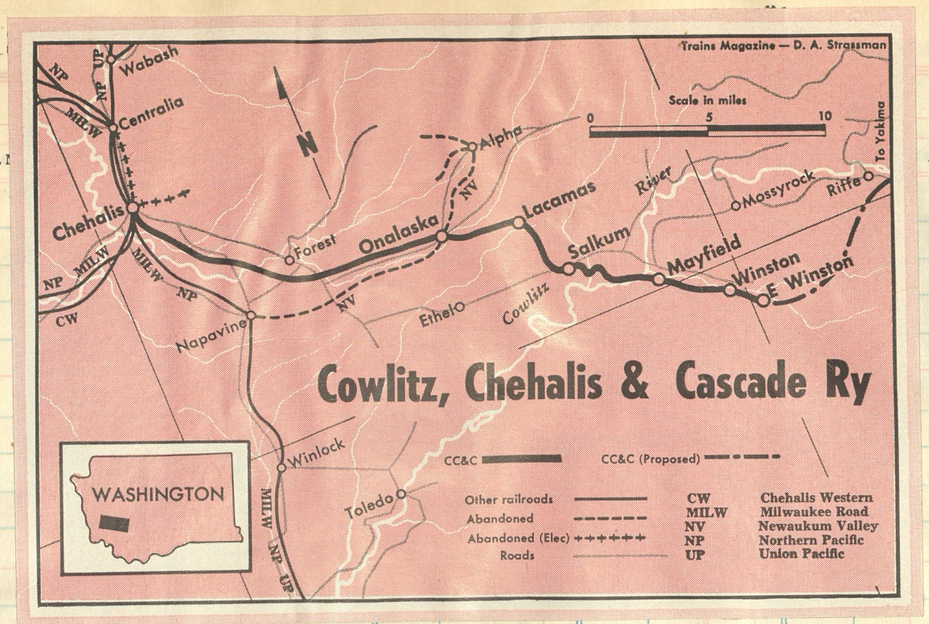
ES AT

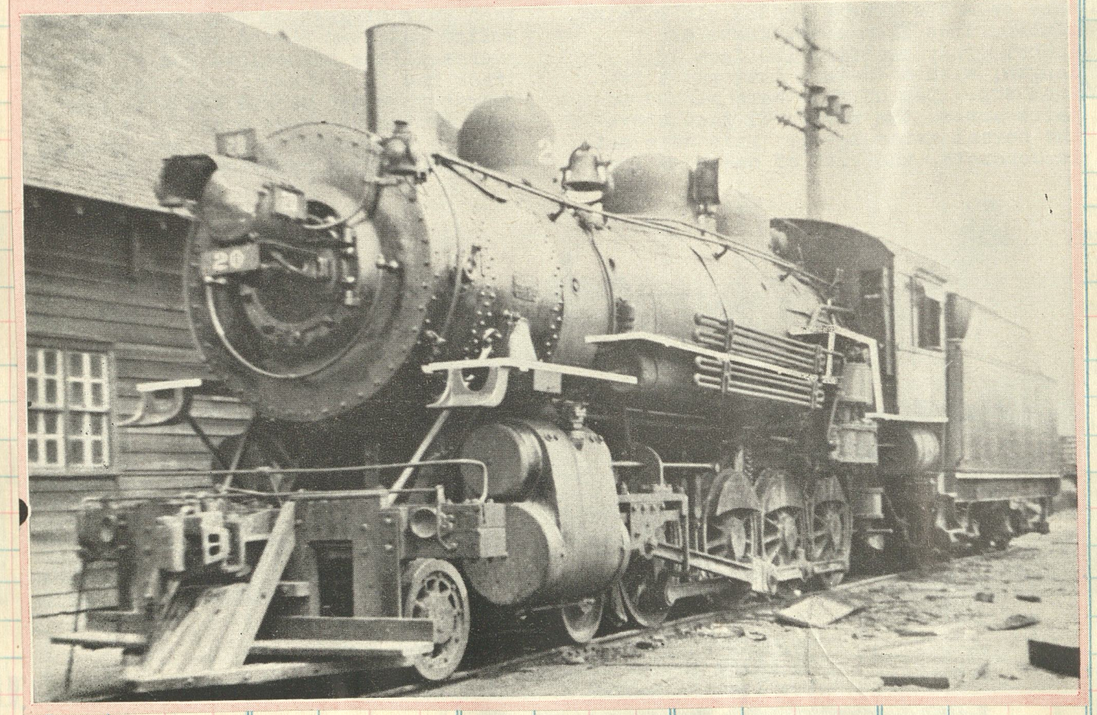
Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



350,000 BOARD FEET in the Mill Creek Bridge support 2-8-0 No. 25 as she heads east to Chehalis with 19 loads of logs.

SCHENECTADY built oil-burning 4-8-0 No. 20 in 1897 for the Northern Pacific as its No. 14. She is CC&C's oldest power.





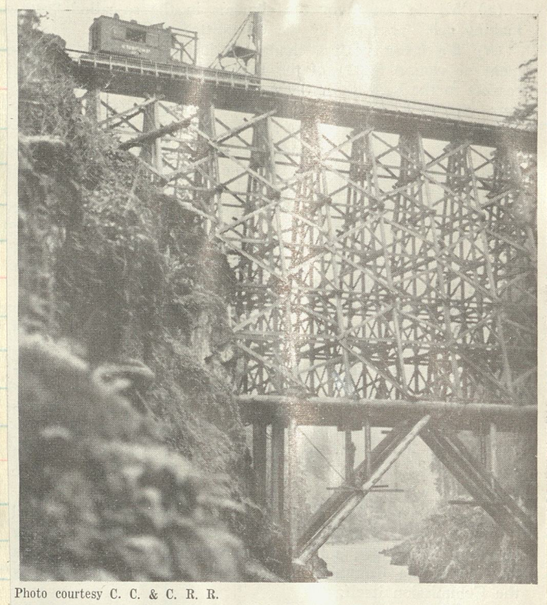
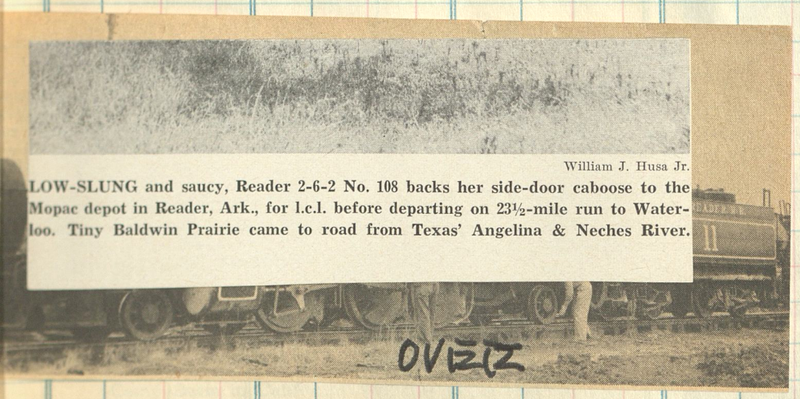


Photo courtesy C. C. & C. R. R.

This All-wood Bridge Carries the Cowlitz, Chehalis & Cascade 165 Feet Above the Cowlitz River, 25 Miles East of Chehalis, Wash. Built in 1927, the Bridge Contains 367,000 Board Feet of Lumber and Required Logs from 100 to 120 Feet Long for the Trusses

INTO THE SETTING SUN heads No. 25, a Baldwin (1920) 2-8-0 bought from the Astoria Southern in 1944 by the CC&C.

Whitney Co #2501, "Big Jack" to Astoria Southern #53, to CC&C #25 c/n 53037



William J. Husa Jr.

LOW-SLUNG and saucy, Reader 2-6-2 No. 108 backs her side-door caboose to the Mopac depot in Reader, Ark., for l.c.l. before departing on 23½-mile run to Waterloo. Tiny Baldwin Prairie came to road from Texas' Angelina & Neches River.

OVIZIZ

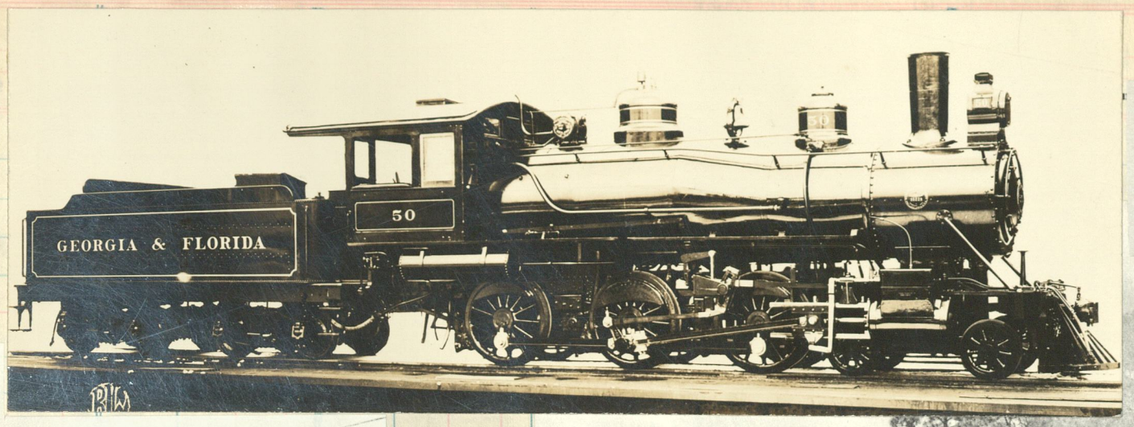
140

SELLER
DATE
FORM DESTINATION

GEORGIA & FLORIDA RAILROAD - FAST DEPENDABLE SERVICE -

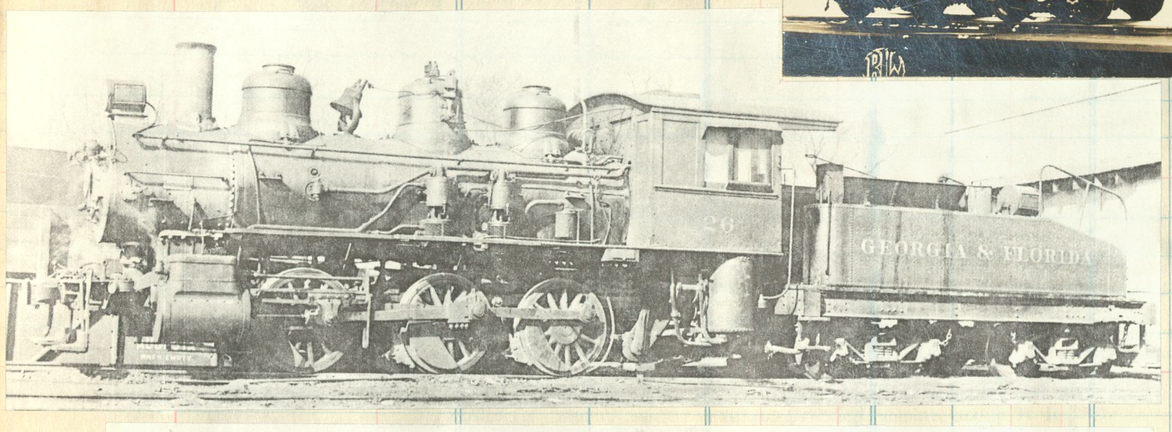
New GEORGIA & FLORIDA RAILROAD. T SALES AT

Former Nickel Plate nos 3rd 47, 4th 26 Blt by Brooks 1910 c/n 47922. To G&F #26 in 1925.

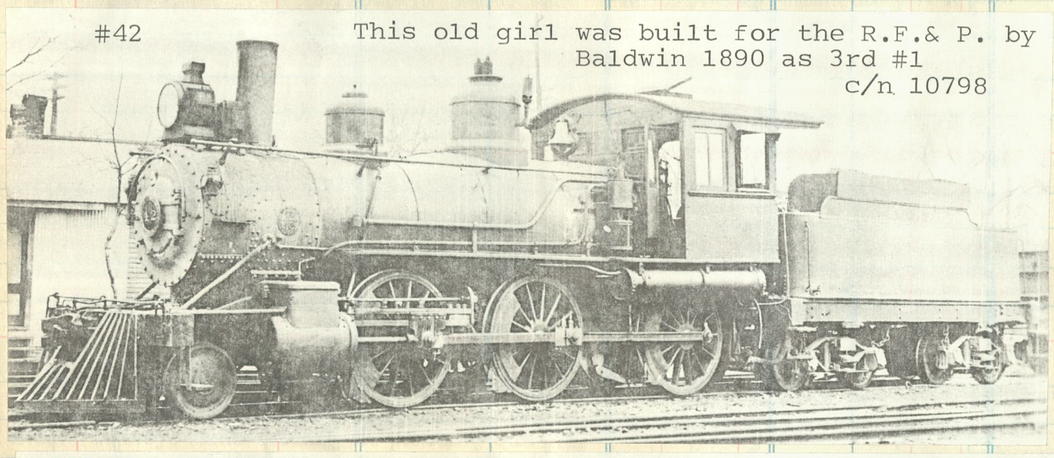


A husky 4-6-0 just out of the Baldwin paint shop in 1909 (c/n 33225) Renoed 205

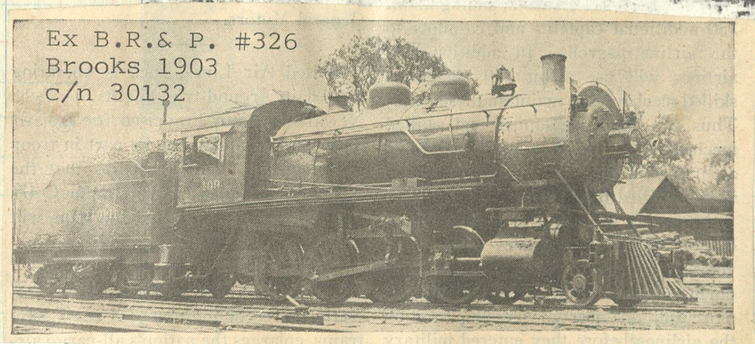
Another 4-6-0, #207, with a mixed near Midvale, Fla. Blt by Baldwin 1910 #34699 Org #52



#42 This old girl was built for the R.F.& P. by Baldwin 1890 as 3rd #1 c/n 10798

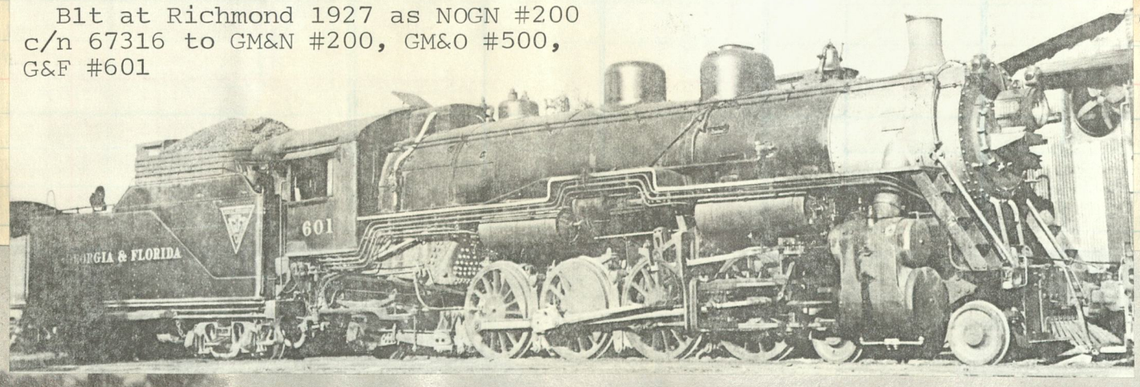


Ex B.R.& P. #326
Brooks 1903
c/n 30132

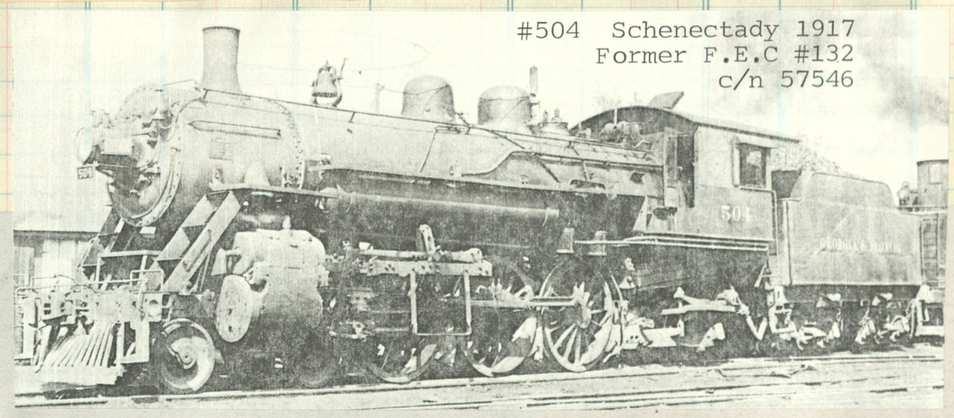


Richard E. Prince, Jr.
GEORGIA & FLORIDA RAILROAD'S ENGINE 409 AT AUGUSTA, GA.

Blt at Richmond 1927 as NOGN #200 c/n 67316 to GM&N #200, GM&O #500, G&F #601



#504 Schenectady 1917
Former F.E.C #132
c/n 57546



THE RURAL ATMOSPHERE of south Georgia is evident in this August 1941 portrait of a Georgia & Florida freight from the collection of B. W. Prouty. Two of the nine ex-Florida East Coast Alco 4-6-2's on G&F's roster at the time are in charge, and the consist includes 48 cars of leaf tobacco en route from Valdosta to Virginia points.

Lead engine, #508, one of eight Pacifics purchased from the FEC in mid thirties. Ex FEC #144 blt at Richmond 1920, c/n 61765

NEVADA-CALIFORNIA-OREGON RAILWAY

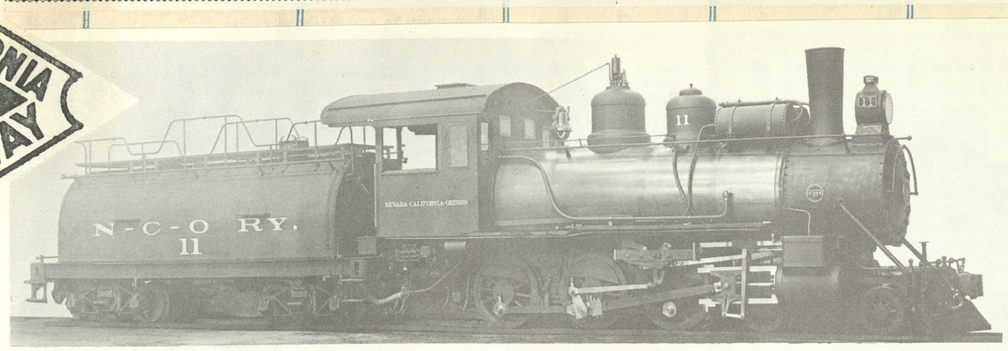
NYCS
AP A-46

NEVADA CALIFORNIA OREGON RAILWAY
SIERRA NEVADA ROUTE

Clos. No. | Sold | Amount

Amount | Clos. No.

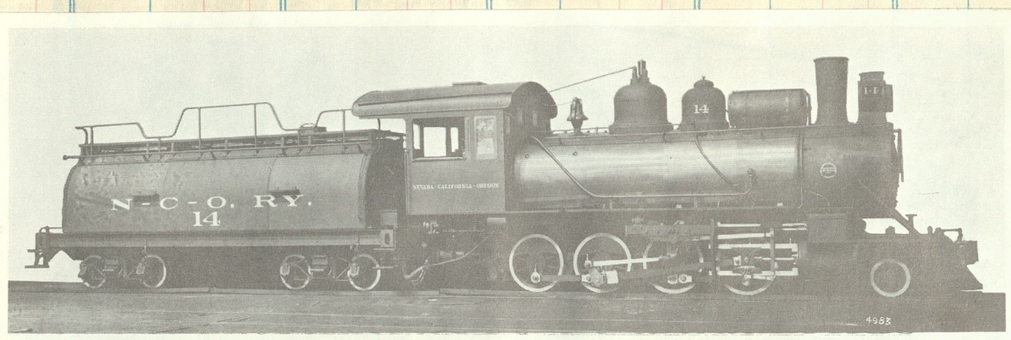
Clos. No. | Sold | Amount



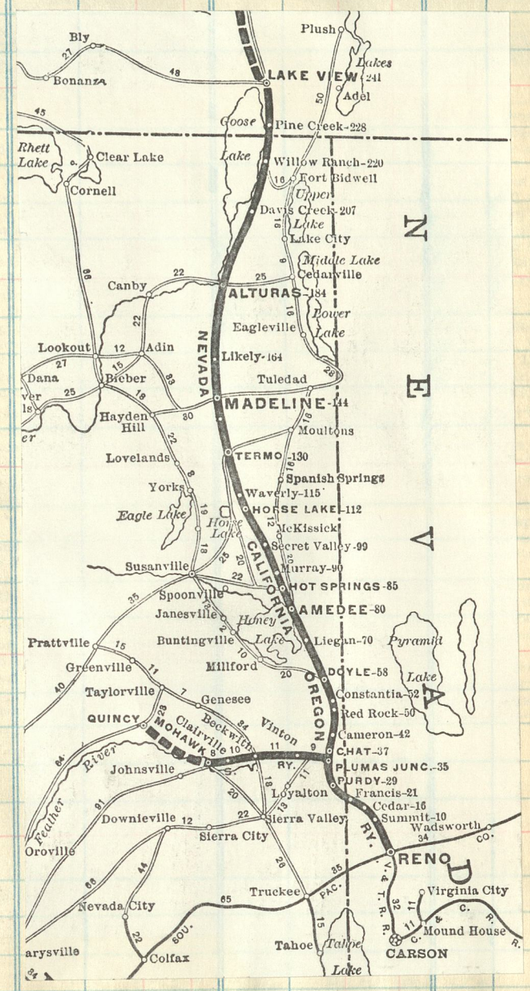
Nevada-California-Oregon #11, 1912, narrow gauge, 4-6-0 type.

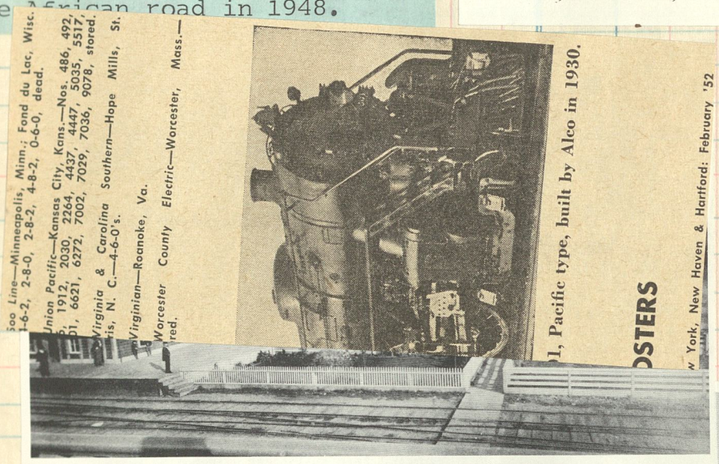
These two Baldwins both had long and interesting careers. Ten wheeler #11, along with #12, was delivered in Dec 1911. c/n 37394. #11 went to the United Commercial CO, in 1928 became Pacific Coast Ry #111. In 1942 was purchased by the Oahu Ry & Land Co. Ret 1948

2-8-0 #14 was the last engine received by the "Narrow, Crooked & Ornery" delivered Apr 1914. c/n 41300. Purchased by S.P. in 1928 renoed #1. Sold to the N.C.N.G. #9 in Dec 1933. Went to the Dulien Steel Products in July 1942 and same month was sent to U.S.Navy at Pearl Harbor noed #17, reblt 0-8-0. Reported to have been sold to some ...rican road in 1948.

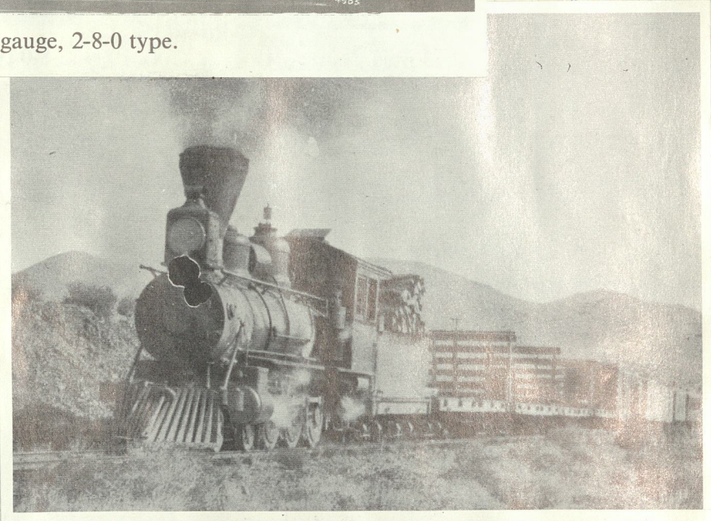


Nevada, California, Oregon Ry. #14, 1914, narrow gauge, 2-8-0 type.

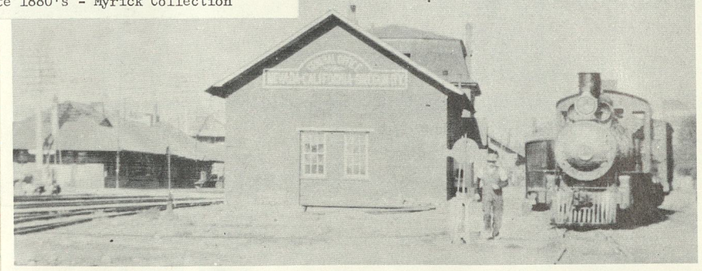




The Nevada & California Railroad depot at Reno, Nevada with passenger train headed by Engine #1 believed taken in the late 1880's - Myrick Collection



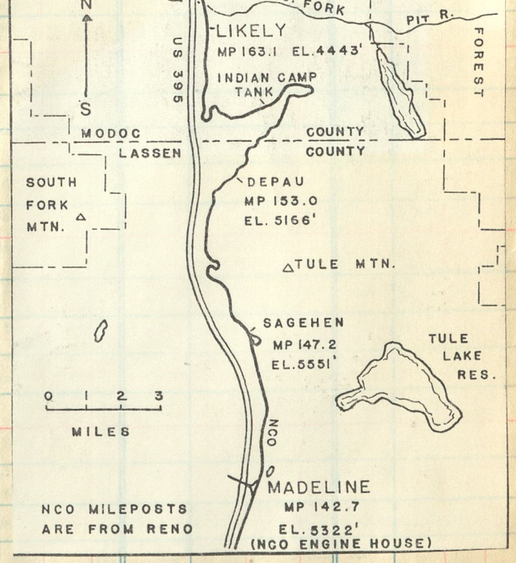
NEVADA-CALIFORNIA-OREGON narrow gauge mixed train headed by engine #6, 4-6-0, just north of Reno in 1907. S. G. Palmer photo.

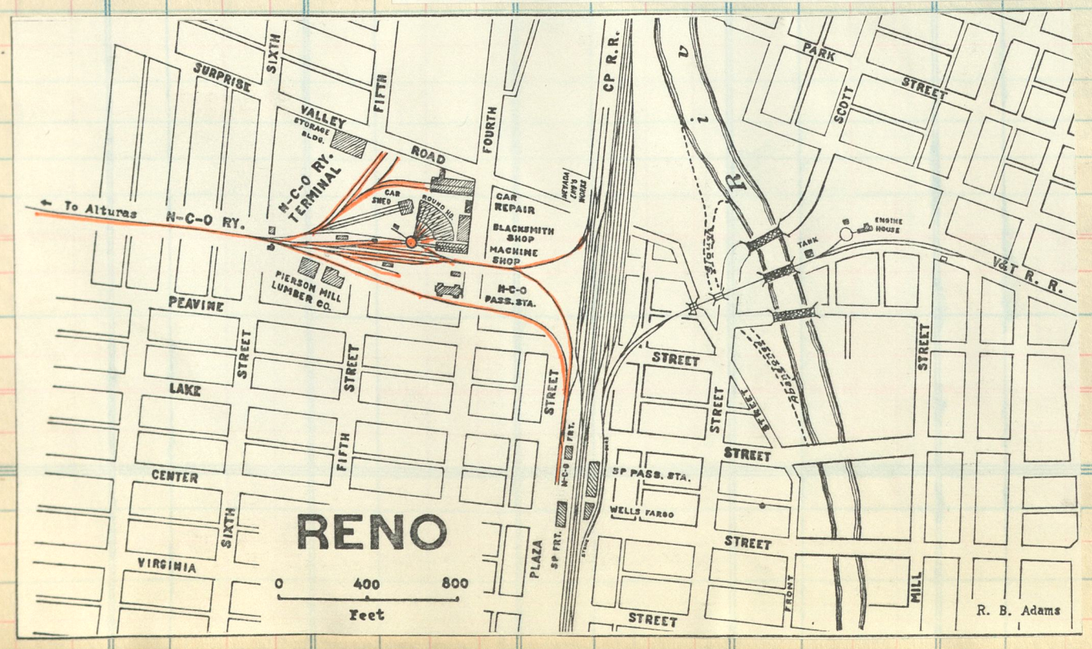


NEVADA-CALIFORNIA-OREGON depot in Reno, Nevada, in 1909. A N-C-O narrow gauge freight is just pulling out on the right. On the left can be seen the Southern Pacific tracks and the joint S.P.-V.& T. depot. S. G. Palmer photo

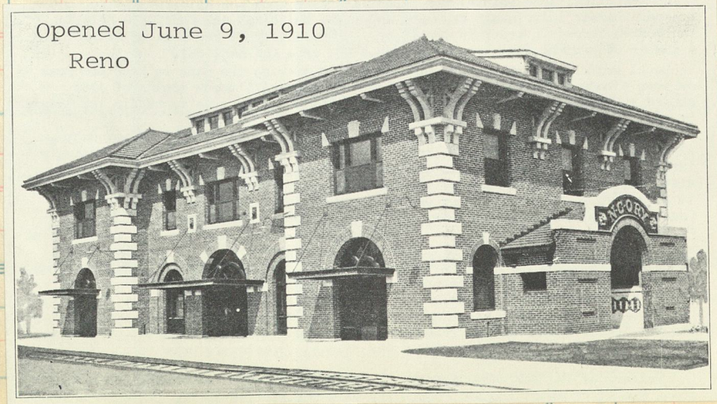
Baldwin 1899 c/n 17124
Renoed 2nd 4

Nevada-California-Oregon engine #6 heading a freight in the days of the wood burners. - From the collection of R. Brandt



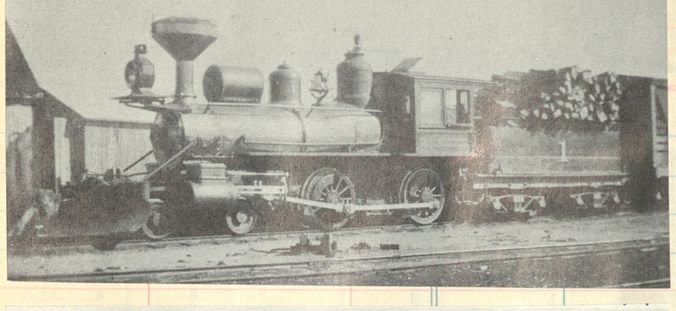


Opened June 9, 1910
Reno

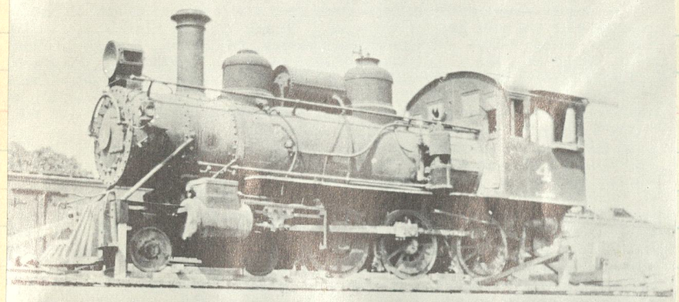


The N.C.O. had several sturdy, imposing buildings constructed. Such as the Reno terminal station (left) and still looks much the same today. Others were the stations at Alturas and Lakeview, also the office building at Alturas

#1 ready to depart from Reno c 1910
Blt by Baldwin 1884 c/n 7527 ret 1915



2nd #4, org #6, Baldwin 1899 #17123
To S.P. #4 in 1929



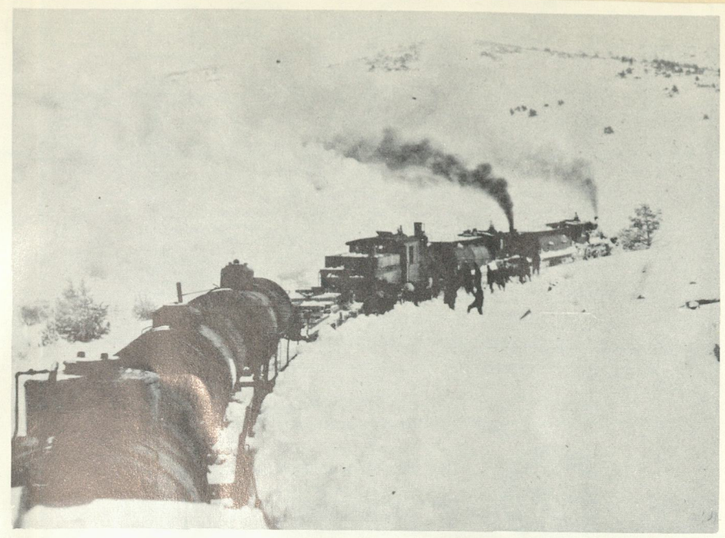
Schenectady 1899 c/n 5399

No. 22 Built for the Florence & Cripple Creek as their No. 22 and named VINDICATOR. Acquired by N-C-O May 1915. Reconstructed at Sparks May 1, 1925. Acquired by S.P. Sept. 1, 1929. Diameter of drivers increased from 42" to 45" May 20, 1937 at Ogden. Worn out and dismantled at Bayshore, March 28, 1949.

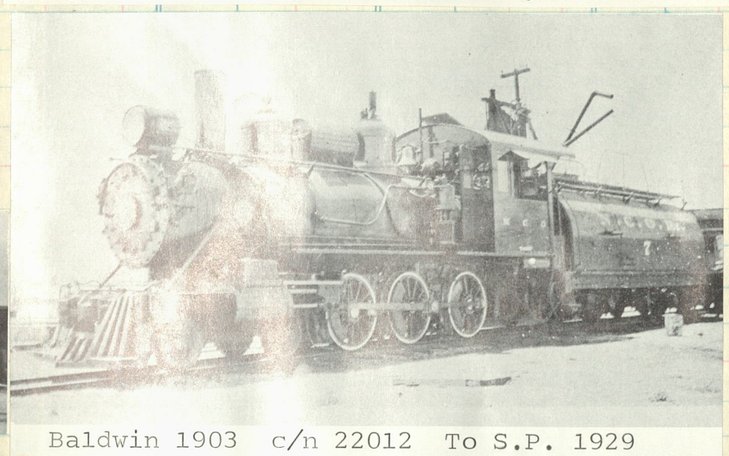
NEVADA-CALIFORNIA-OREGON RAILWAY 1916

READ DOWN			Miles	STATIONS	READ UP		
	4 Mixed	2			1	3 Mixed	
.....	.....	* 3.10 pm	0.0	Lv.....HACKSTAFF.....Ar	*12.10 pm	.....	.....
.....	.....	3.40 pm	8.3	Lv.....Doyle.....Ar	11.42 am	.....	.....
.....	.....	f 3.55 pm	13.7	Ar.....Constantia.....Lv	f11.25 am	.....	.....
.....	† 2.30 pm	4.55 pm	30.6	Ar....Plumas Junction....Lv	10.25 am	† 9.50 am	.....
.....	† 2.50 pm	f 5.16 pm	37.3	Ar.....Purdy, Cal.....Lv	f10.05 am	† 9.30 am	.....
.....	f 3.50 pm	f 6.12 pm	55.0	Ar.....Summit.....Lv	f 9.13 am	f 8.30 am	.....
.....	4.30 pm	6.45 pm	64.8	Ar.....RENO, Nev.....Lv	8.30 am	7.50 am	.....
.....	.....	*12.10 pm	0.0	Lv.....HACKSTAFF.....Ar	* 3.10 pm	.....	.....
.....	.....	1.00 pm	12.5	Ar.....Amedee.....Lv	2.30 pm	.....	.....
.....	.....	1.15 pm	16.3	Ar.....Wendel.....Lv	2.15 pm	.....	.....
.....	.....	2.20 pm	32.5	Ar.....Karlo.....Lv	1.21 pm	.....	.....
.....	.....	f 3.15 pm	45.8	Ar.....Horse Lake.....Lv	f12.45 pm	.....	.....
.....	.....	3.55 pm	55.8	Ar.....Ravendale.....Lv	12.15 pm	.....	.....
.....	.....	4.20 pm	62.6	Ar.....Termo.....Lv	11.55 am	.....	.....
.....	.....	5.10 pm	76.8	Ar.....Madeline.....Lv	11.15 am	.....	.....
.....	.....	6.20 pm	97.2	Ar.....Likely.....Lv	10.10 am	.....	.....
.....	.....	7.20 pm	116.4	Ar.....Alturas.....Lv	9.15 am	.....	.....
.....	.....	8.25 pm	137.3	Ar.....Davis Creek.....Lv	8.10 am	.....	.....
.....	.....	9.02 pm	149.8	Ar.....Willow Ranch....Lv	7.31 am	.....	.....
.....	.....	9.20 pm	156.4	Ar.....Fairport.....Lv	7.13 am	.....	.....
.....	.....	10.00 pm	170.9	Ar....LAKE VIEW, Ore....Lv	6.30 am	.....	.....

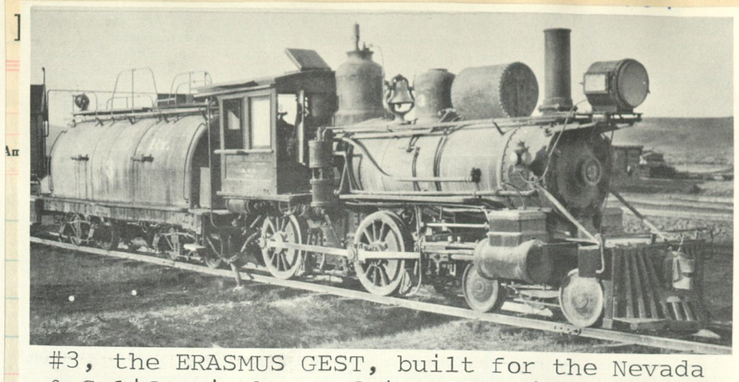
* Daily. † Daily except Sunday. f Stops on signal.
b Mondays and Fridays. ‡ Saturdays only. x Monday, Wednesday and Friday.



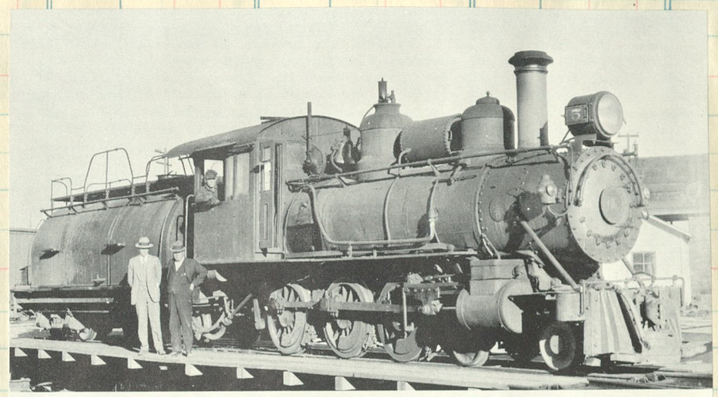
Nevada-California-Oregon Railway mixed train headed by engines 3, 5 and 22 bucking snow January 4, 1916 near milepost 148 - from collection of David Myrick



Baldwin 1903 c/n 22012 To S.P. 1929

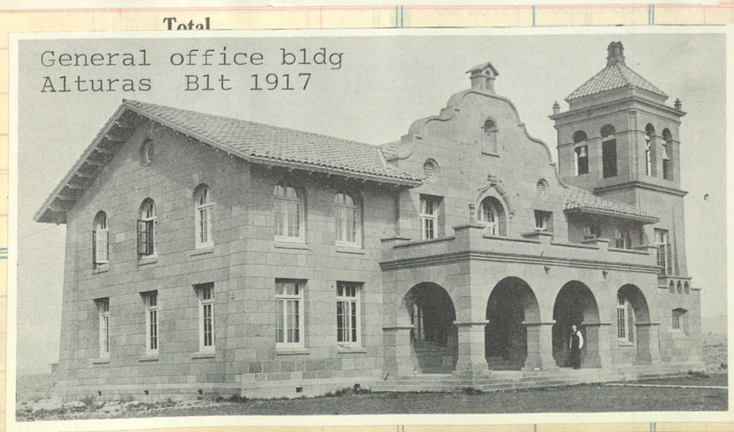


#3, the ERASMUS GEST, built for the Nevada & California by Baldwin 1887 c/n 8791. Out of service July 1916 to April 1923 then restored to service. Sold to SP (#3) in 1929



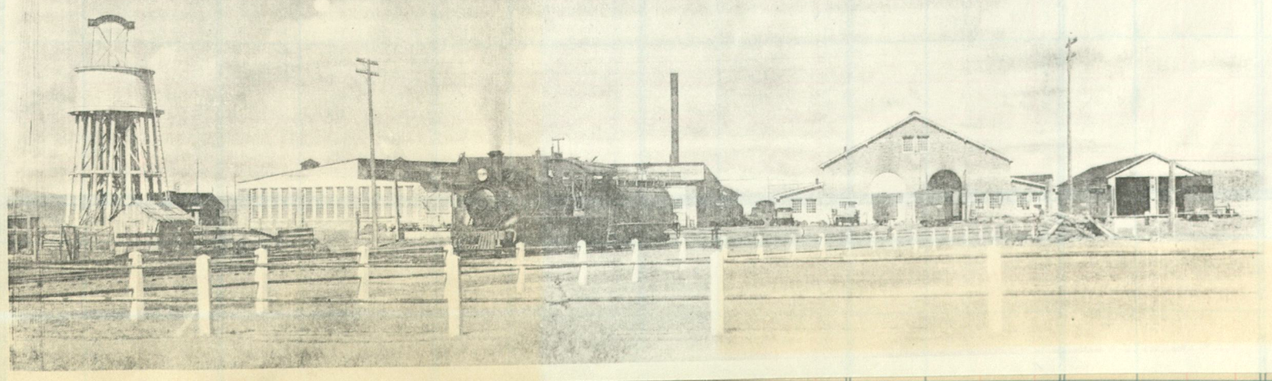
#5, a 4-6-0, on the merry-go-round Alturas Blt by Baldwin (c/n 17124) 1899. H. Mahan, TM & Ed Smith, MM; Allie Smith in the cab Reblt 1925, to S.P. 1929

Girls who worked in the general office at Alturas, all decked out in bib overalls, celebrate some event with old #9.



General office bldg
Alturas Blt 1917

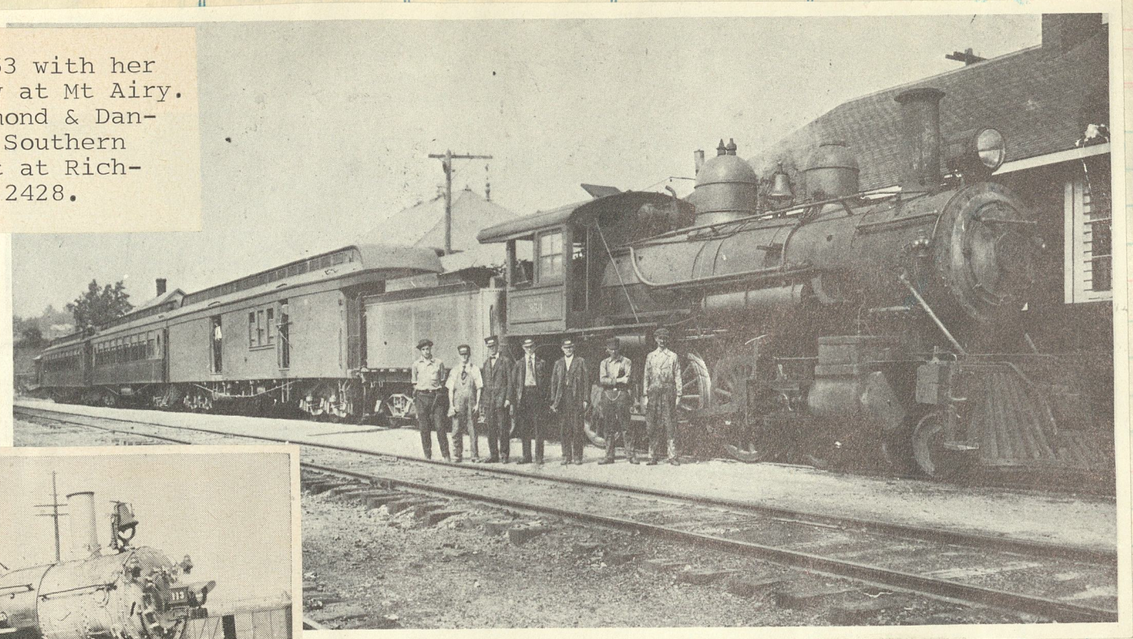
After the southern end of the N.C.O., Hackstaff to Reno, was sold to the W.P. new terminal facilities were constructed in 1917-18 at Alturas

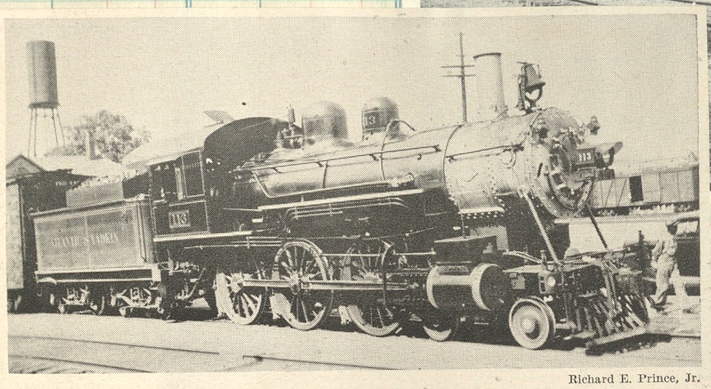


NYCS AP A-46 7-47 1000 bks. (Eureka 4423) Printed in U. S. A.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount

10 wheeler #953 with her train and crew at Mt Airy. Built as Richmond & Danville 832, to Southern #312, 953. Blt at Richmond 1894 c/n 2428.





Richard E. Prince, Jr.

ATLANTIC & YADKIN'S ENGINE 113 AT SANFORD, N.C.

The 113, a 4-6-0, was built by Richmond as R.F.& P #46 in 1903. Later Noed 113 To A.& Y.#113 in 1929

ATLANTIC AND YADKIN RAILWAY

JULIAN PRICE, President, Greensboro, N.C.
E. L. FAULCONER, Vice-Prest. & Gen. Mgr. Greensboro, N.C.
A. L. THOMPSON, Vice-Prest. & Traf. Mgr. Greensboro, N.C.
J. M. BRYAN, Treasurer, "
G. E. MAULDIN, Secretary, Washington, D.C.
W. D. MERSHON, Auditor, Greensboro, N.C.
H. R. ELLIS, Assistant to Traffic Manager, Greensboro, N.C.
H. S. WOOTTON, Gen. Agent, "
Y. G. CULTON, Car Acct., "
E. K. MCARTHUR, Roadmaster, Greensboro, N.C.

STANDARD—*Eastern time.*

53	No. 31	Mls.	*November*, 1938.	No. 30	52
	*2 15 P M	0	lv.+Sanford[1] ô ar.	1 50 P M	
	2 27 "	6.5	....Cumnock....	1 35 "	
	2 33 "	9.3	.....Gulf[2].... ô	1 30 "	
	2 43 "	12.9	+..Goldston... ô	1 23 "	
	2 50 "	16.8	...Bear Creek...	1 15 "	
	2 56 "	19.4	+...Bonlee... ô	1 10 "	
	3 00 "	20.9	.Mt. Vernon Springs.	1 05 "	
	3 12 "	25.4	+..Siler City.. ô	12 55 "	
	3 26 "	32.9	..... Staley ... ô	12 40 "	
Mix.	3 35 "	37.4	+...Liberty... ô	12 30 "	Mix.
P M	3 50 "	44.5	.... .Julian.	12 16 "	A M
‖12 15	3 58 "	47.9	.....Climax... ô	12 08 P M	9 45
‖1225	4 08 "	52.8	.Pleasant Garden.	11 58 A M	ƒ9 30
‖1235	ƒ4 16 "	56.4	....Vandalia	ƒ11 50 "	ƒ9 20
‖12 45	4 30 "	60.7	ar.+Greensboro[3] lv.	11 30 "	ƒ9 00
P M	4 50 "	60.7	lv. Greensboro ô ar.	‖11 05 "	A M
	ƒ5 15 "	66.9	..Battle Ground..	ƒ10 42 "	
	5 26 "	72.6	...Summerfield. ô	10 30 "	
	5 38 "	78.8	... Stokesdale . ô	10 15 "	
	ƒ5 48 "	84.0	..Belews Creek..	ƒ9 56 "	
	6 00 "	90.0	...Walnut Cove[4] ô	9 40 "	
	6 12 "	95.6	...Germanton...	9 30 "	
	6 24 "	100.2	...Rural Hall[5] ô	9 20 "	
	6 35 "	105.0	.....King.....	9 09 "	
	ƒ6 42 "	108.2	....Dalton.....	ƒ9 02 "	
	6 48 "	111.0	....Pinnacle....	8 54 "	
	6 58 "	115.7	+..Pilot Mountain. ô	8 44 "	
	7 10 "	121.7	.... .Ararat.	8 29 "	
	7 30 P M	130.1	ar..+Mt. Airy ô lv.	*8 10 A M	

* Daily; ƒ daily except Sunday; ‖ flag stop. † Meals. + Coupon stations. ô Telegraph stations.

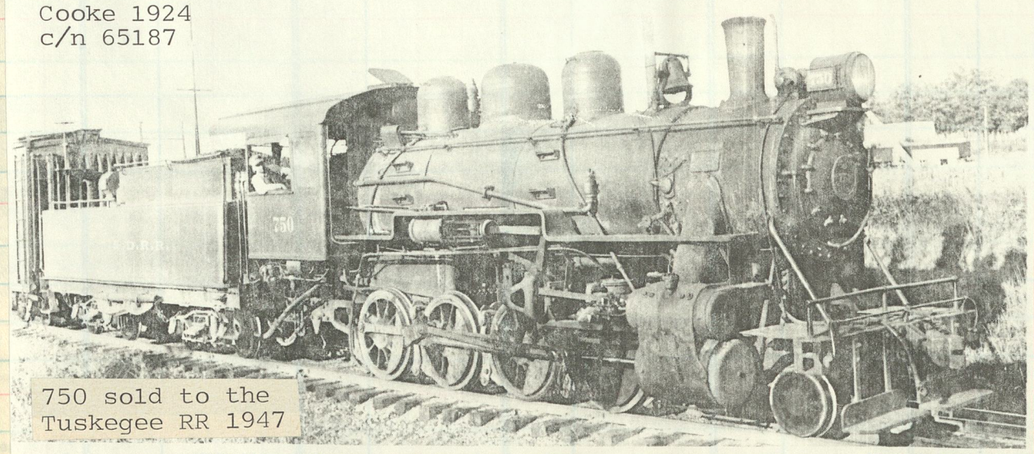
CLIMAX AND RAMSEUR.

No. 52	Mls.	*November*, 1938.	No. 53
Mixed.	....	LEAVE | ARRIVE	Mixed.
ƒ9 45 A M	0	.....Climax.... ô	12 15 P M
‖1025 "	9.5	.....Millboro....	ƒ11 45 A M
10 30 "	14.0	.... Cedar Falls....	11 33 "
10 35 "	16.0	... Franklinville.. ô	11 25 "
10 45 A M	18.8	arr. Ramseur ô lve.	‖11 15 A M

Connections.—[1] With Atl. & West. R.R., A. C. L. R.R. and Seaboard Ry. [2] With N. So. R.R. [3] and [5] With So. Ry. Sys. [4] With N. & W. Ry.

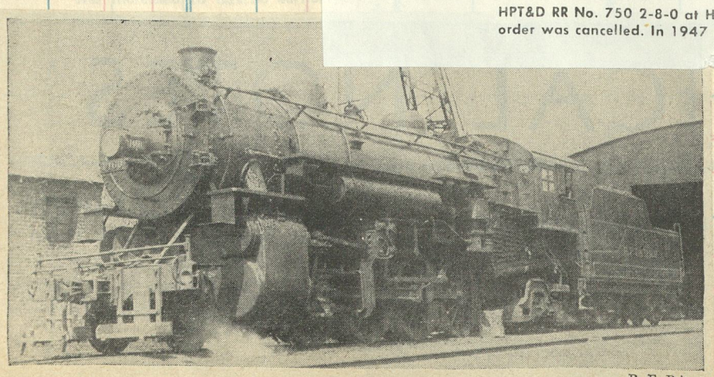
HIGH POINT THOMASVILLE & DENTON RR

Cooke 1924
c/n 65187



750 sold to the Tuskegee RR 1947

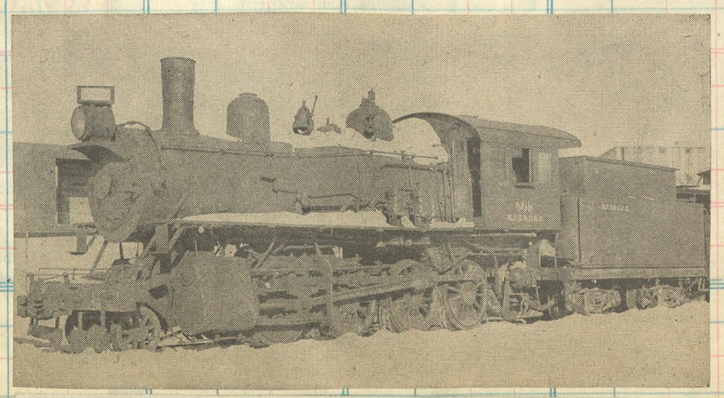
HPT&D RR No. 750 2-8-0 at High Point, N.C., in 1941, was built for service in Cuba, but order was cancelled. In 1947 engine became Tuskegee RR No. 750 down in Alabama. *Harold K. Vollrath*



R. E. Prince

HIGH POINT, THOMASVILLE & DENTON RR'S ENGINE 1460 AT HIGH POINT, N. C.

Imported from the New York Central...2-8-2 was blt by Lima 1916, c/n 5251. Org #3960. Renoed 1460 to HPT&D in 1937



2-8-0 #869 was former N & W #869 built at Roanoke in 1904 (c/n 175) purchased by HPT&D in 1926

There was a time when humans were content to enjoy the simple things in life! Here, in Eleven Mile Canon, three sections of the popular "Wild-flower Excursions" makes a photo stop so everyone can enjoy the scenery, sunshine and mountain air.

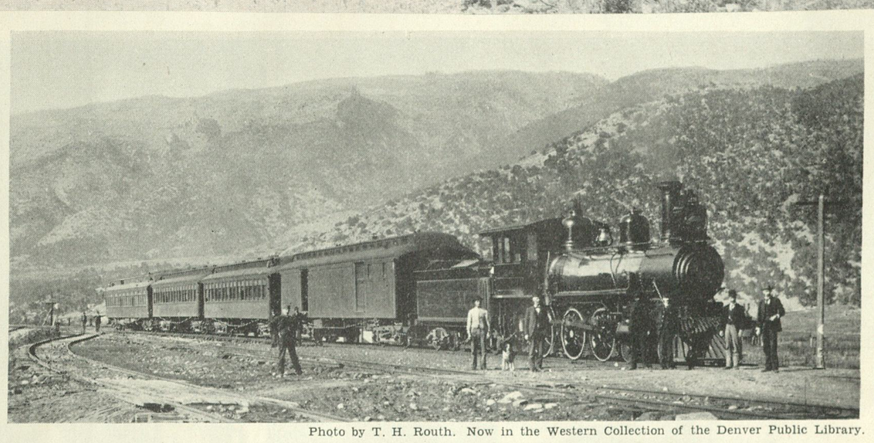
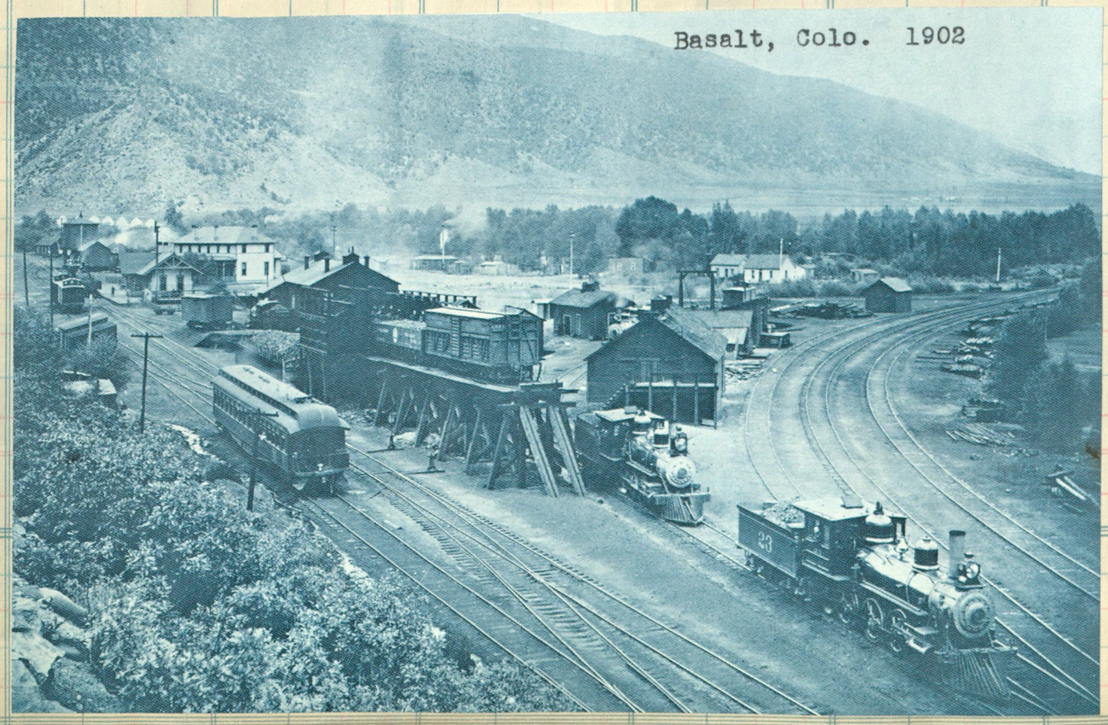


Photo by T. H. Routh. Now in the Western Collection of the Denver Public Library.

Typical passenger train on the Colorado Midland.

This graceful cap-stacked Ten-Wheeler with its train was snapped on the Colorado Midland at Glenwood Springs, Colo., probably about 1900. The hard-pressed Midland, underdog competitor of the more favorably situated Rio Grande, was abandoned in 1918. At one time it was owned by the Santa Fe and was valuable in a traffic way, but not valuable enough to keep as a losing proposition, especially when much of the traffic would be turned over to Santa Fe anyway by the non-competitive Rio Grande. The Midland operated 337 miles of line.



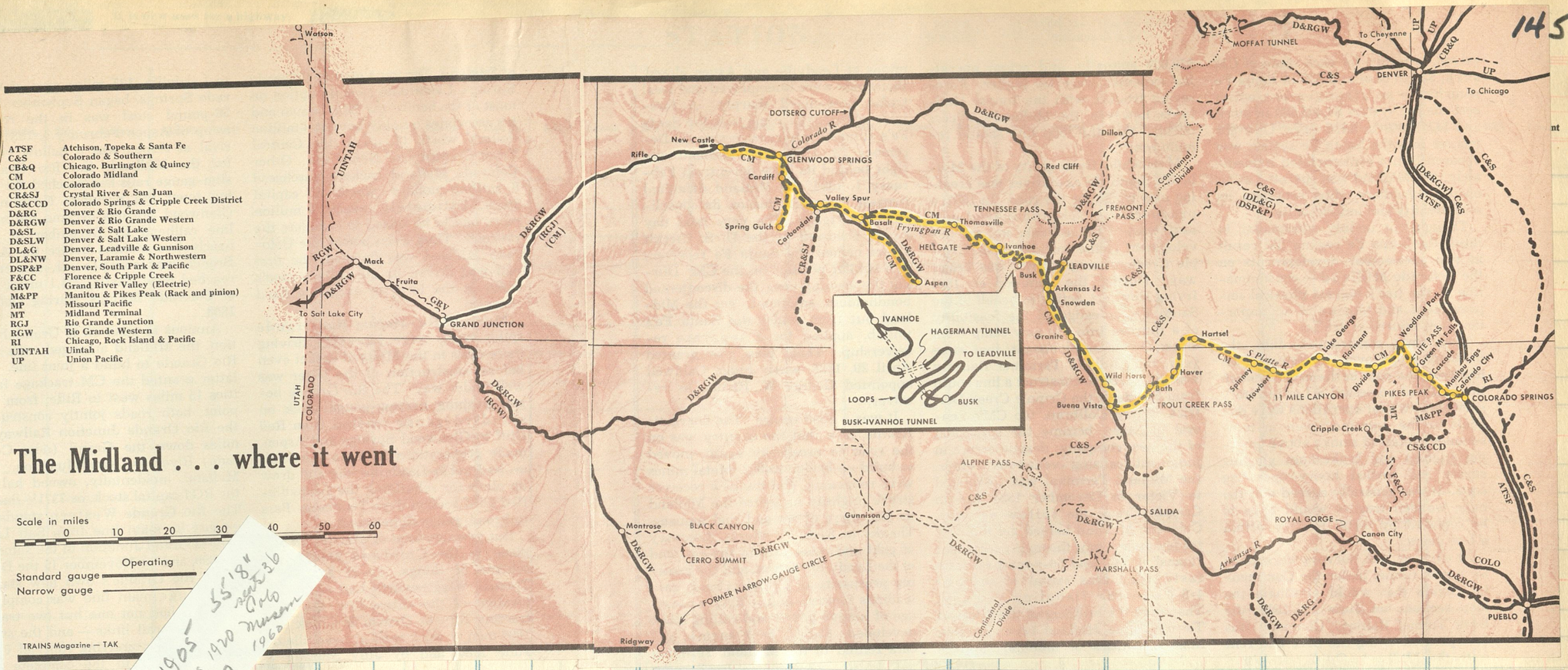
Clas. No. | Sold

COLORADO MIDLAND — PIKES PEAK ROUTE — RAILROAD

ATSF	Atchison, Topeka & Santa Fe
C&S	Colorado & Southern
CB&Q	Chicago, Burlington & Quincy
CM	Colorado Midland
COLO	Colorado
CR&SJ	Crystal River & San Juan
CS&CCD	Colorado Springs & Cripple Creek District
D&RG	Denver & Rio Grande
D&RGW	Denver & Rio Grande Western
D&SL	Denver & Salt Lake
D&SLW	Denver & Salt Lake Western
DL&G	Denver, Leadville & Gunnison
DL&NW	Denver, Laramie & Northwestern
DSP&P	Denver, South Park & Pacific
F&CC	Florence & Cripple Creek
GRV	Grand River Valley (Electric)
M&PP	Manitou & Pikes Peak (Rack and pinion)
MP	Missouri Pacific
MT	Midland Terminal
RGJ	Rio Grande Junction
RGW	Rio Grande Western
RI	Chicago, Rock Island & Pacific
UINTAH	Uintah
UP	Union Pacific

ABOVE: The interior of Colorado Midland chair-observation car #111 as it appears today is virtually unchanged since the car's 1909 rebuilding. (Museum Coll.)

The Midland . . . where it went



Scale in miles: 0 10 20 30 40 50 60

Operating
Standard gauge
Narrow gauge

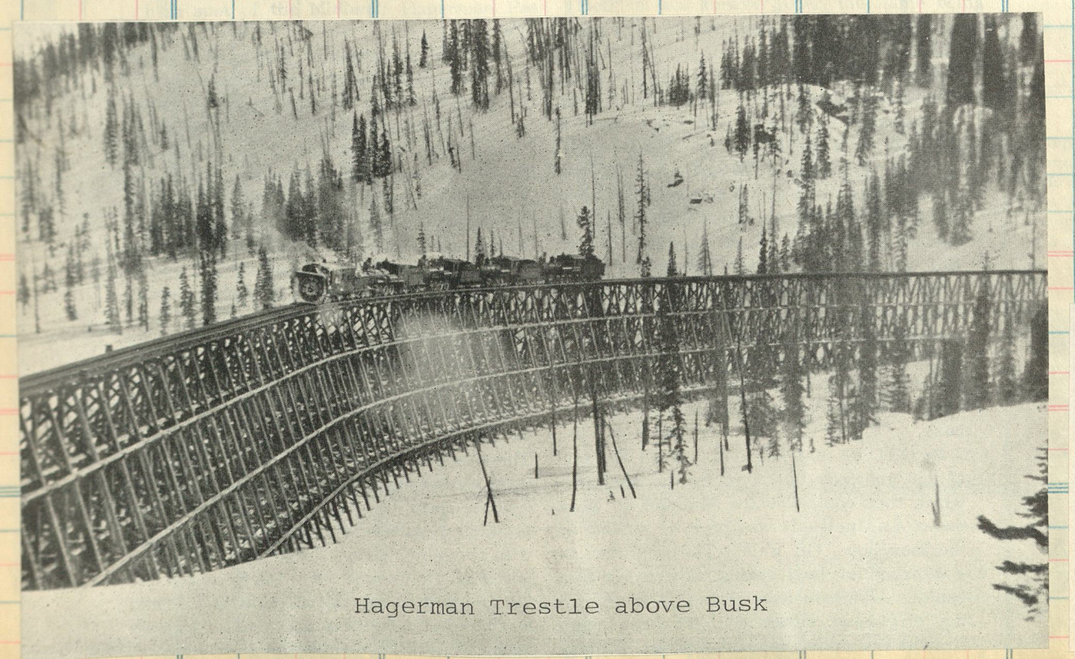
TRAINS Magazine — TAK

1905 55'8" sent 36 Colo 1920 Museum 1960

Photograph courtesy of the Colorado Association

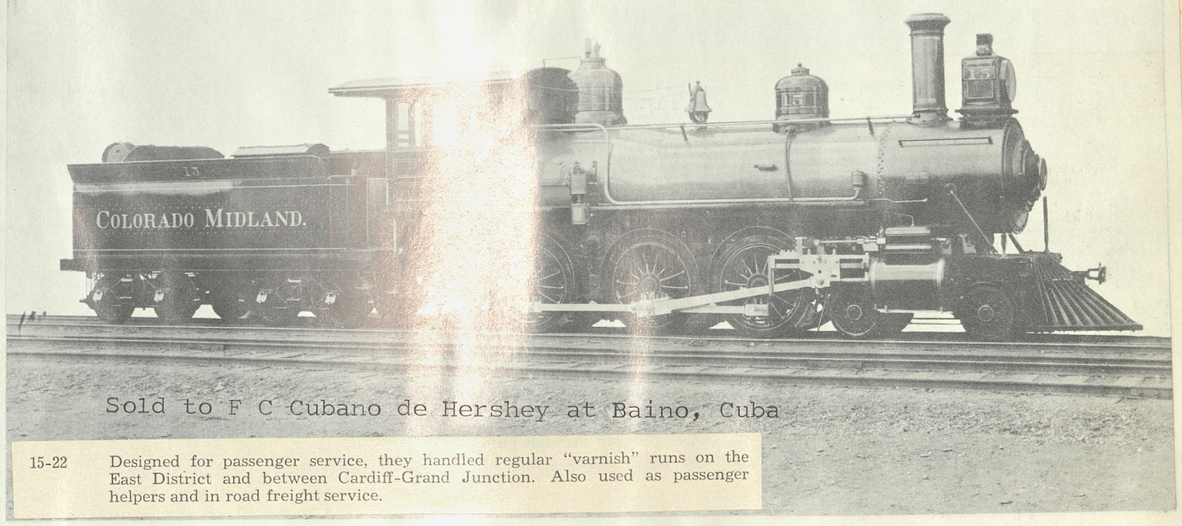
LEADVILLE WAS COLORADO'S MOST SPECTACULAR TREASURE CHEST

For eighteen years after the gold rush of '59 there was only slight mining activity at the site of Leadville. Then it was found that virtually the whole area was extremely rich in carbonate of lead carrying a heavy content of silver. Later gold, too, was discovered. The town boomed and by 1880 was the second city of Colorado. To-day shafts and tunnels extend under the city streets and mine dumps rise in back yards. Since the beginning of its mining activities, Leadville has produced gold, silver, lead, and a half dozen other minerals of a total value between three-fourths of a billion and a billion dollars. During its hectic boom days it was one of the most famous mining camps in the world.



Hagerman Trestle above Busk

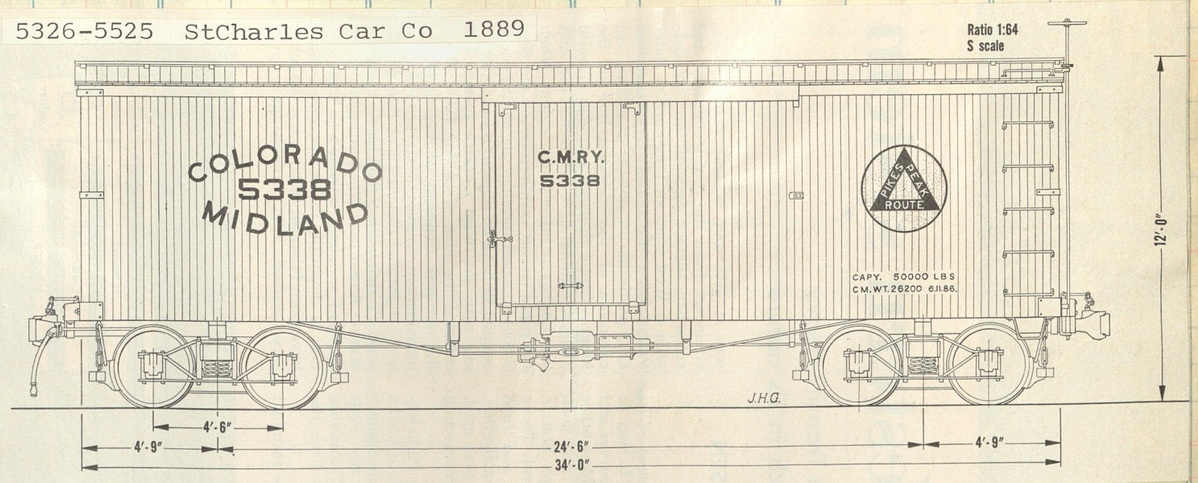
In 1887 Schenectady delivered a dozen Ten wheelers. #15 c/n 2239



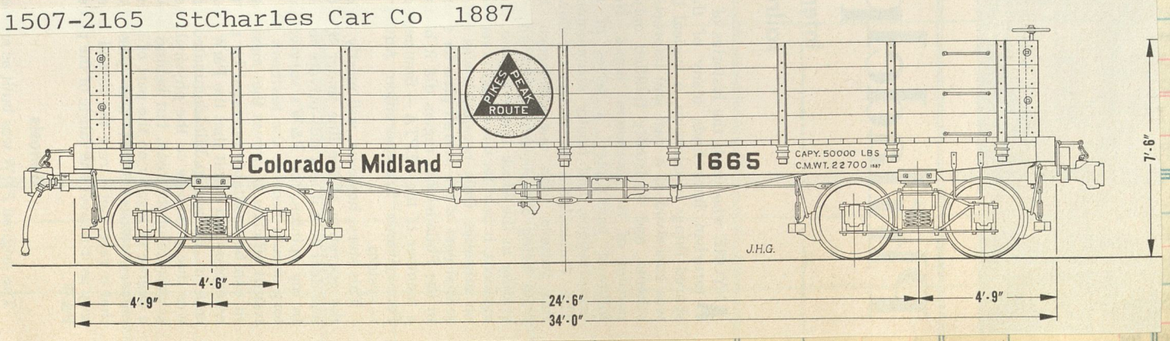
Sold to F C Cubano de Hershey at Baino, Cuba

15-22 Designed for passenger service, they handled regular "varnish" runs on the East District and between Cardiff-Grand Junction. Also used as passenger helpers and in road freight service.

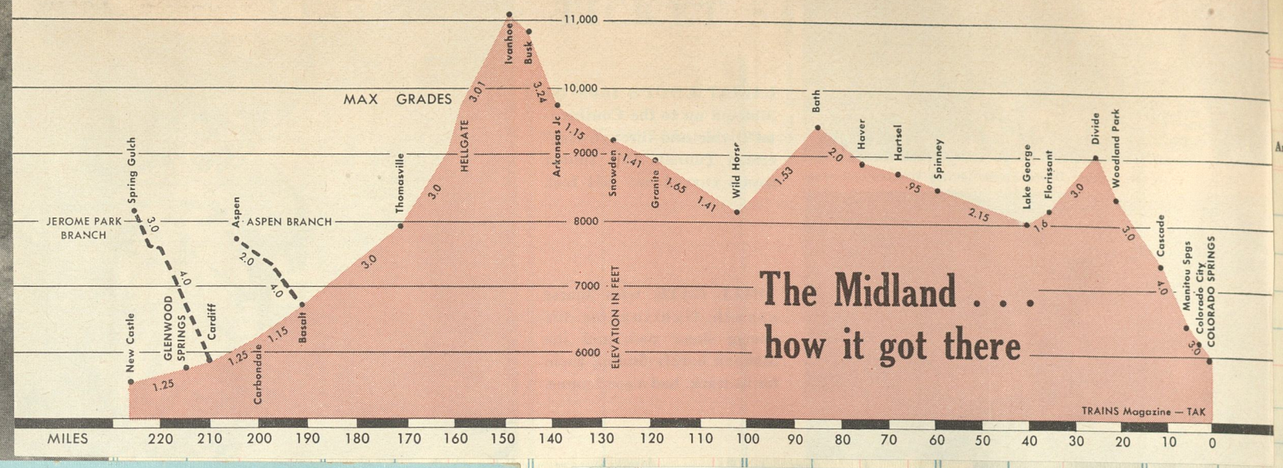
5326-5525 StCharles Car Co 1889



1507-2165 StCharles Car Co 1887



TEN-WHEELER 29 and a sister fight through a cut in Ute Pass with passenger train No. 5, which was the Pacific Express, complete with through sleeper bound for Ogden. This Standley photo from the collection of Author Cafky dates to about 1912.



536—Scene at Cascade in Ute Pass on Highway U. S. 24, Colorado

Ten wheeler #18 (BLW 1887) poses just outside tunnel #13 near Wild Horse in Arkansas River valley. River and D&RG track at right

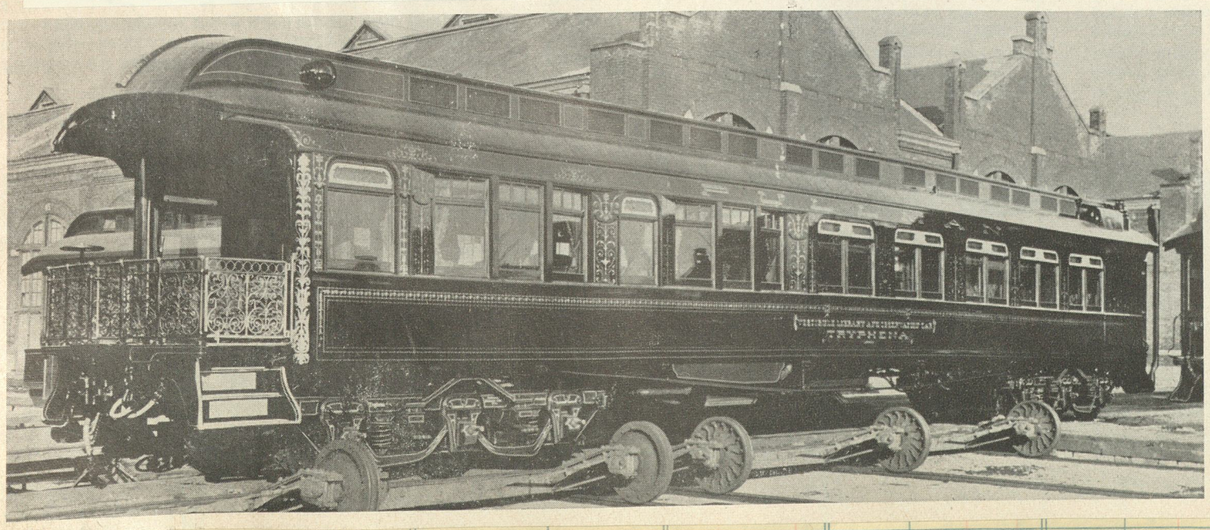
UTE PASS—COLORADO MIDLAND AND LINCOLN HIGHWAY

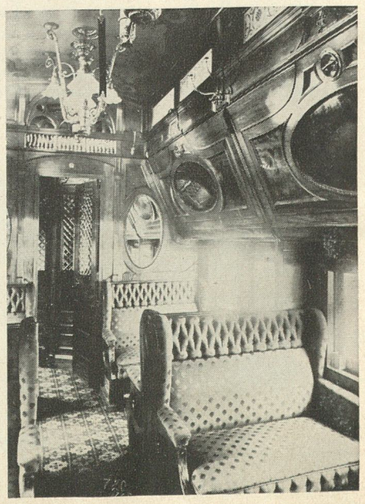
On the Midland the rotary plow was a busy piece of equipment

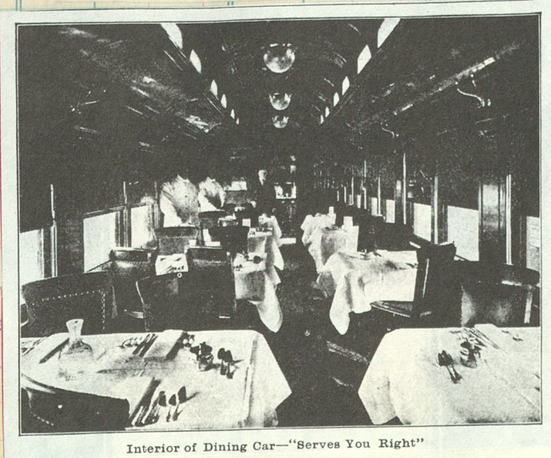
The Pullman Observation Cars

Run daily between Denver, Salt Lake and Ogden on Trains No. 5 Westbound and No. 4 Eastbound are models of elegance, comfort and convenience and are supplied with the latest periodicals for free use of passengers. The observation end is sixteen feet long and has large wicker chairs, is fitted with large plate glass windows at sides and end; rear platform is enclosed with brass railings and use for observation purposes.

TRYPHENA was one of the earliest observation cars built by Pullman. She and sister *Tryphosa* cost $17,034 each. Interior view of *Tryphena* shows the lavish ornamentation in the 8-section sleeper and observation car. Back cover of the March 1904 Colorado Midland public timetable shows a photograph of *Tryphena*. The caption which appears with it reads: "The only observation cars running thro' the Rocky Mountains of Colorado. These cars are attached to trains leaving Denver and Ogden and Salt Lake every morning, running through without change and passing through the Rocky Mountains by daylight."





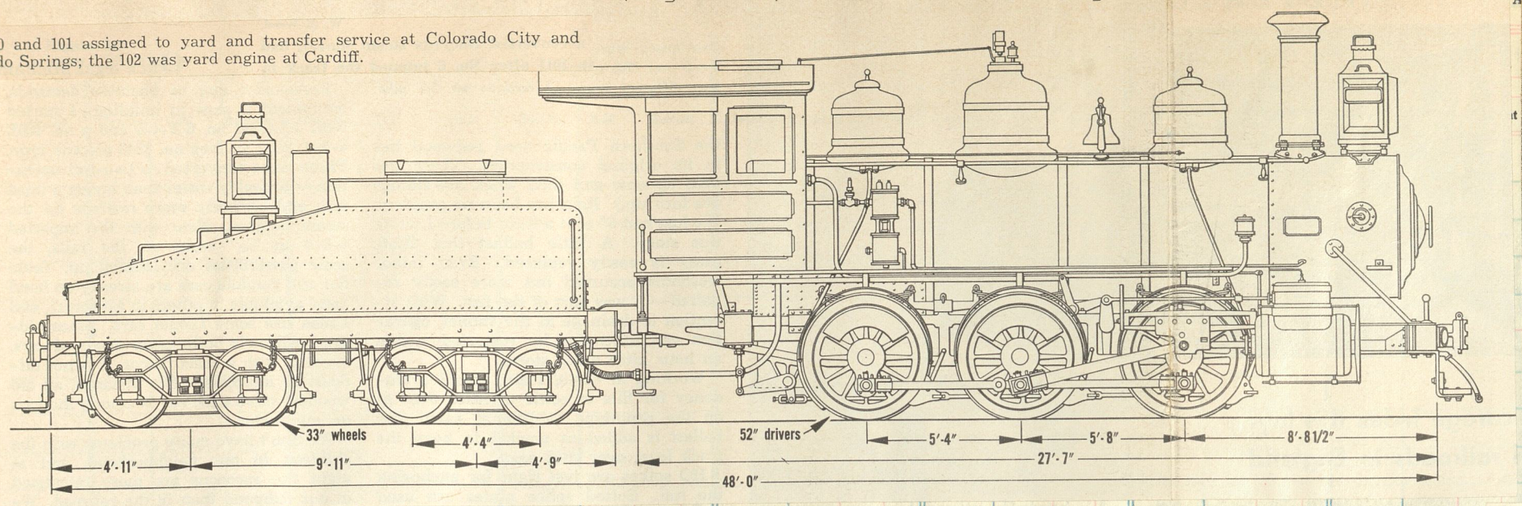


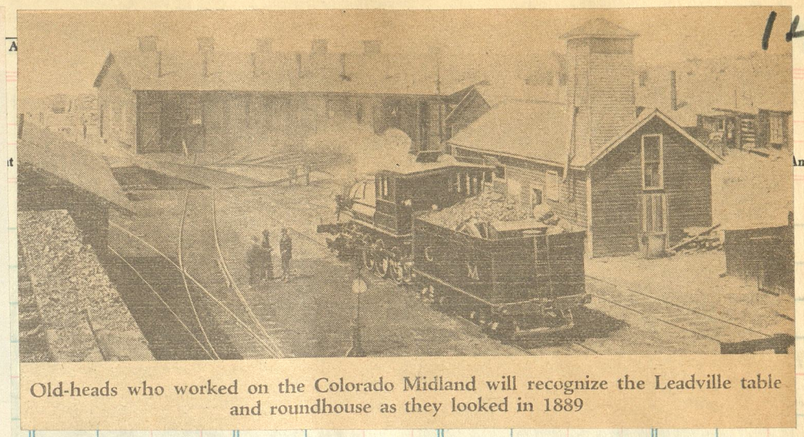
Interior of Dining Car—"Serves You Right"

DINING CARS ON ALL THROUGH TRAINS.

Nos 100-102 (org 30-32) Class 91 Schenectady 1887

100-102 The 100 and 101 assigned to yard and transfer service at Colorado City and Colorado Springs; the 102 was yard engine at Cardiff.





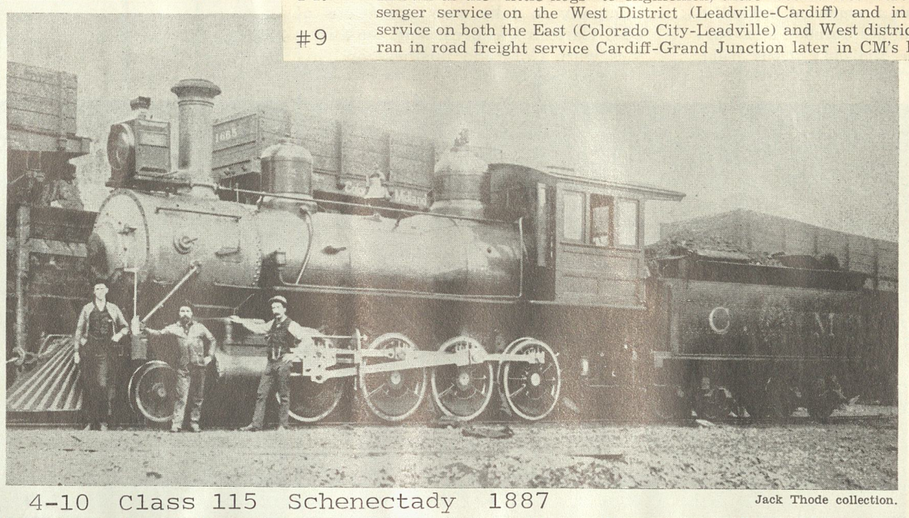
Old-heads who worked on the Colorado Midland will recognize the Leadville table and roundhouse as they looked in 1889

11-14 Used throughout the system in road freight service, helper service, branch-line service and on Wildflower Excursion trains. Engine 12 was the regular Aspen Branch power for many years.

Collection of Jack Thode, 2251 Forest St., Denver, Colo.

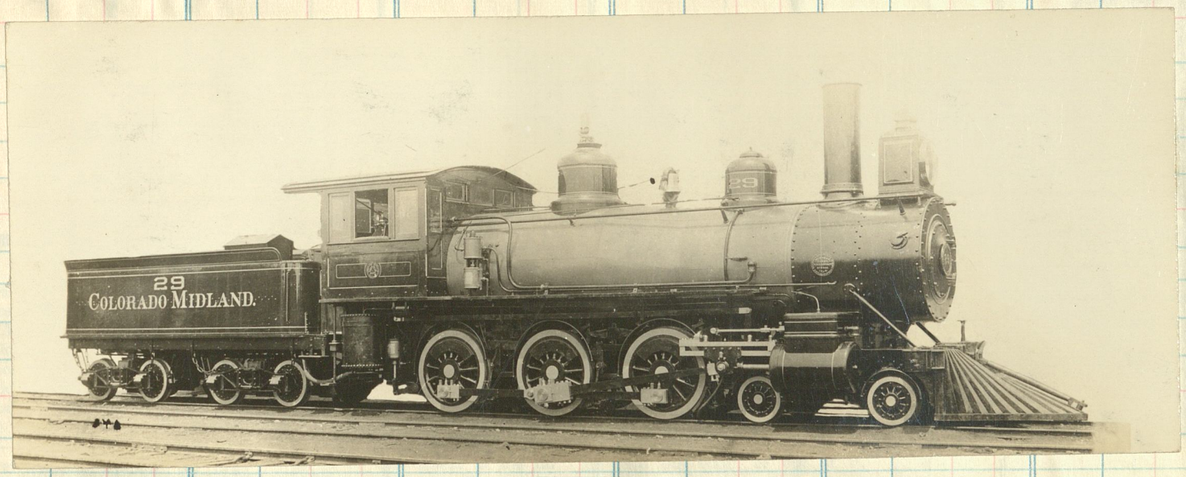
11-14 Class 102 Schenectady 1887 c/n 2235

1-10 #9 Known as the "little hogs" to enginemen, these locomotives were used in passenger service on the West District (Leadville-Cardiff) and in road freight service on both the East (Colorado City-Leadville) and West districts. They also ran in road freight service Cardiff-Grand Junction later in CM's lifetime.



4-10 Class 115 Schenectady 1887

Jack Thode collection.



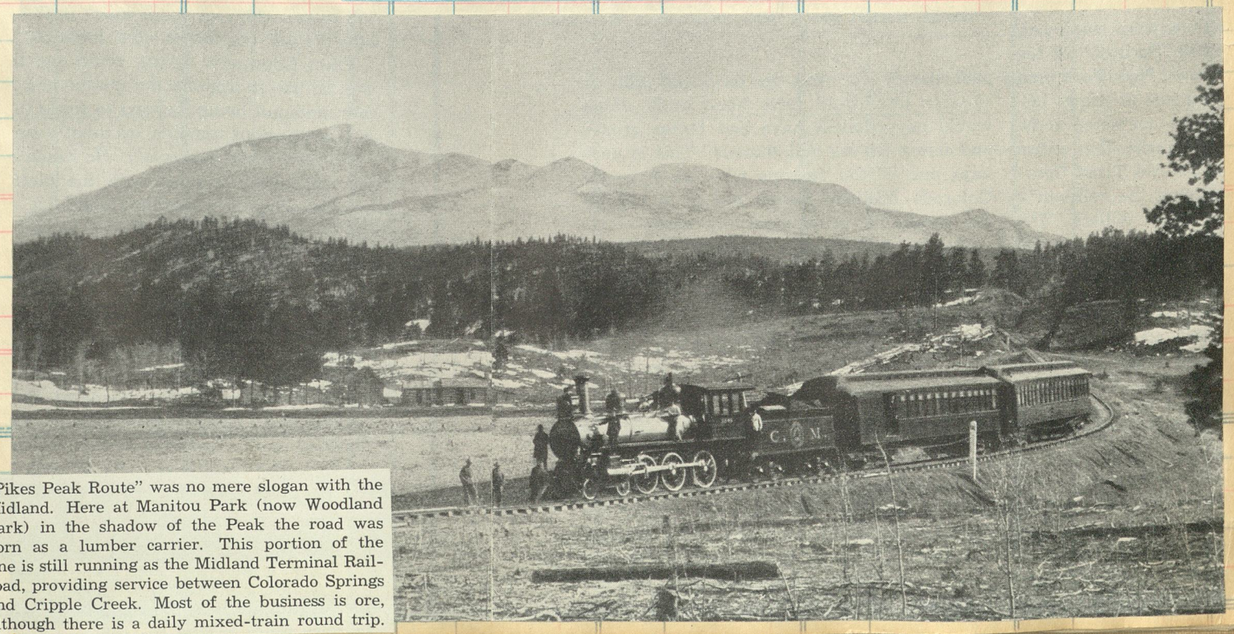
29-38 Same assignments as 11-14, 26-28. Additionally, are said to have been used in Florissant-Leadville and Wild Horse-Bath helper service more than any other locomotives.

Baldwin 1888 c/n 9206

Eastbound along the Arkansas

No. 5 *Pacific Express* Solid thro' train, Denver to Grand Junction; carries Observation Pullman Parlor sleeper Denver to Ogden via Salt Lake, Chair car and coach Denver to Grand Junction, Tourist Sleepers en route Chicago to Los Angeles and San Francisco each Monday and Thursday, and on other days of the week during the Colonist low rate period. Dining car, Colorado Springs to Grand Junction, meals a-la-carte.

TEN-WHEELERS 18 and 20 doublehead a six-car passenger train near Green Mountain Falls, Colo., in August 1913, the consist ranging from a modern arch-roof baggage car to an open-platform observation. Within just five years the railroad was dead.



"Pikes Peak Route" was no mere slogan with the Midland. Here at Manitou Park (now Woodland Park) in the shadow of the Peak the road was born as a lumber carrier. This portion of the line is still running as the Midland Terminal Railroad, providing service between Colorado Springs and Cripple Creek. Most of the business is ore, although there is a daily mixed-train round trip.

Pushing the railroad up thru Ute Pass consisted of trestles, high fills,and numerous tunnels on a steady 3% grade. For sixty years this bore felt the searing blast of exhaust from laboring engines; first the Colorado Midland and then the Midland Terminal.

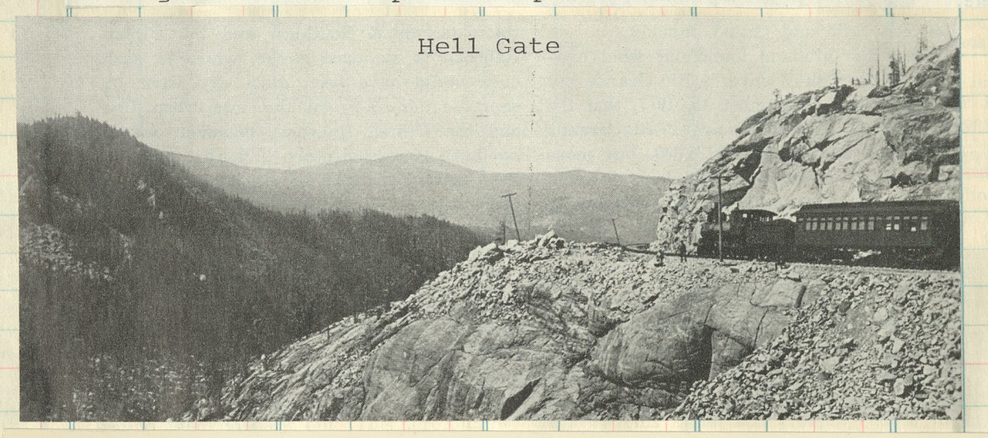
LEADVILLE, COLORADO — Colorado Midland

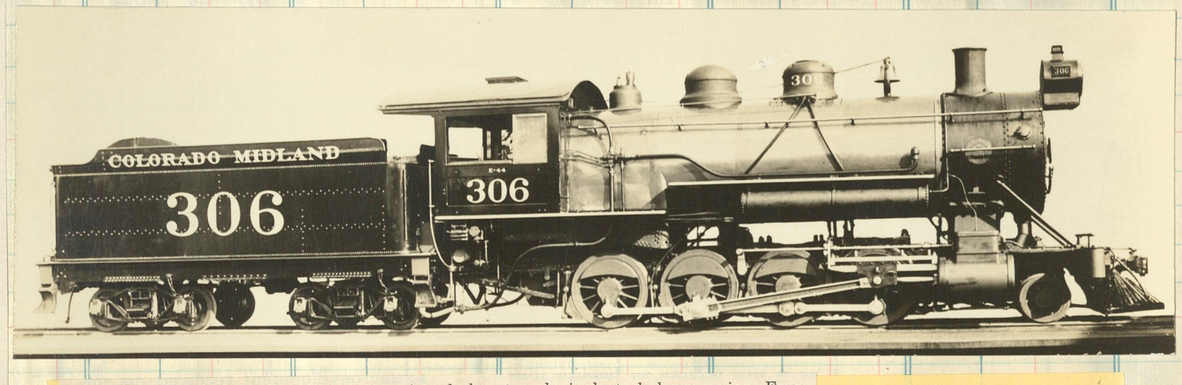
Here is the Colorado Midland's station at Leadville in the 1900s. The road's herald can be seen on the lower part of the chimney and Pikes Peak Route is on the triangle above. *Library, State Historical Society of Colorado.*

Amount | Clos. No. | Sold | Amount

Eng 15 on T R's special April 1905

Hell Gate





301-306 These heavy Consolidations assigned almost exclusively to helper service. Four 300's were employed in pusher service between Basalt and Ivanhoe, and two similarly utilized Colorado City to Divide.

#306 was the final engine built for the Colorado Midland. Six were delivered by Baldwin in 1907, the 306 was sold to the NdeM #790, 1439. Retired in 1953.

Linn H. Westcott.

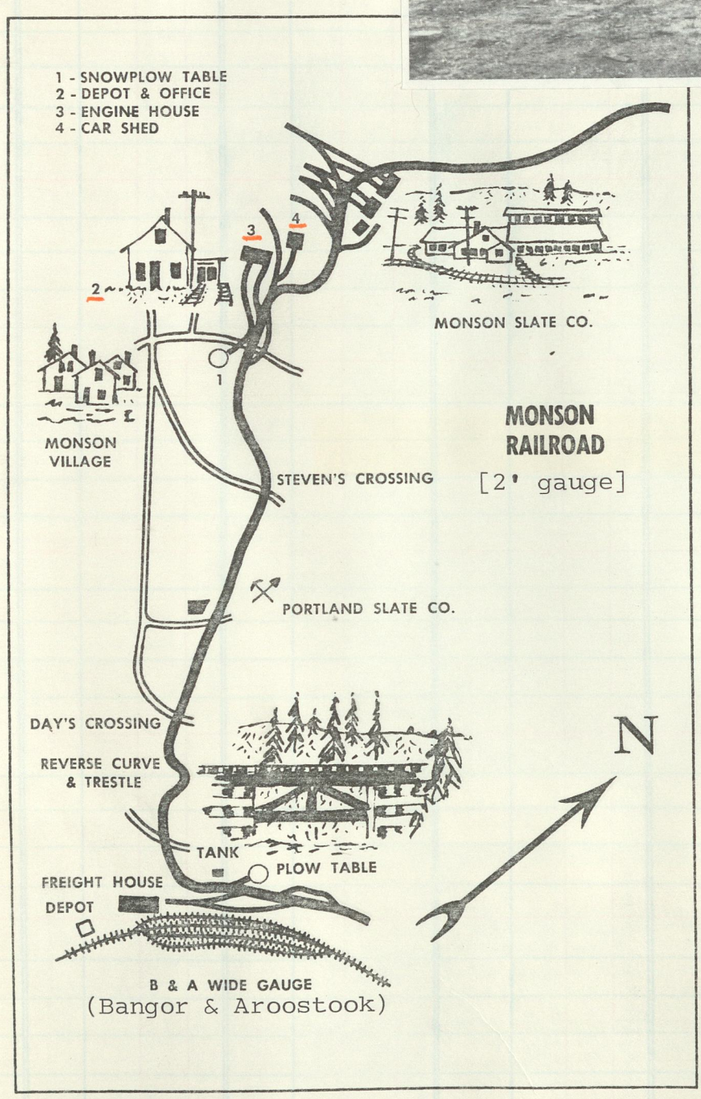
Pullmans once glided over these forgotten sleepers.

Now the roadbed is washing away and the ties are crumbling. Much of the Colorado Midland right of way is now used for automobile travel, and the eastern end is still operated as a railroad by the Midland Terminal, which took it over in 1918. This view was taken in South Park, a few miles west of Hartsel. The low ridge in the distance drops down on its far side to the Arkansas River. The Midland crossed this ridge at Trout Creek Pass, then called Bath, a few miles to the right in the distance. Although rail was removed in 1921, spikes are still to be found scattered along the side slopes, or, sometimes, still imbedded in the ties.

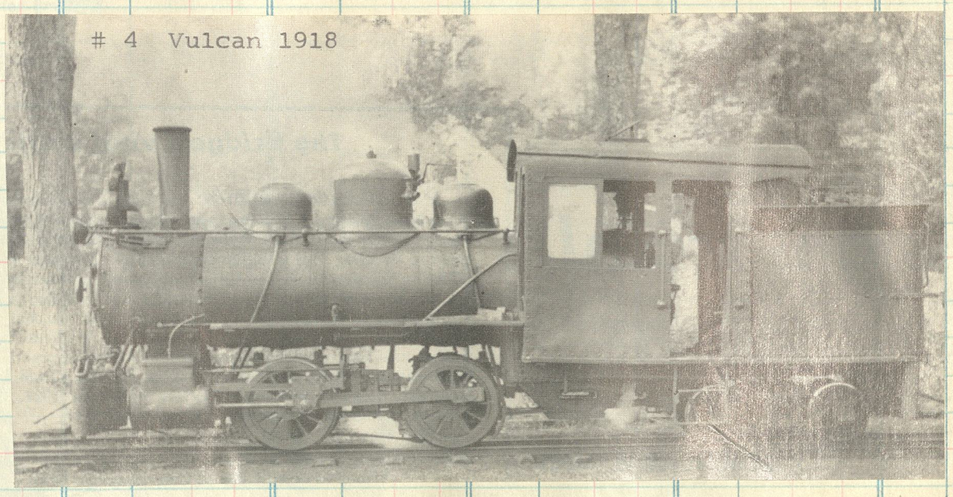
Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amou | No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

The terminal at Monson, Maine

The Two-by-six was laid with 30-pound steel. When the last train was run sixty years later the rails were still in excellent condition, as far as wear was concerned.

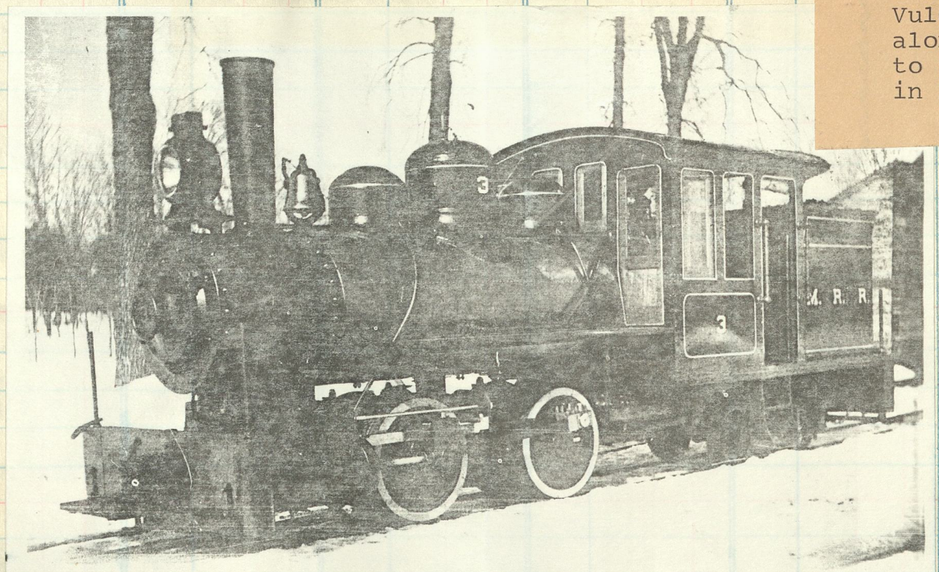


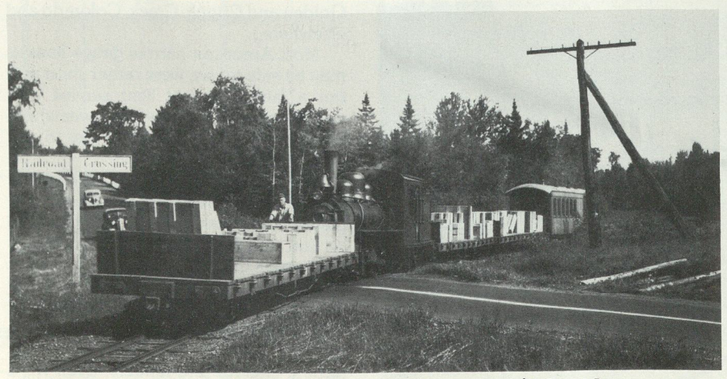
The "Two by Six", two foot wide and six miles long.



The last of the two-foot-gage common carriers in the United States, these lines are both located in Maine. The Monson was incorporated October 9th, 1882, and began operating one year later. Extending between Monson Junction, where it connects with the Bangor & Aroostook, to Monson, a distance of 6.16 miles, it is used exclusively for freight service. It lists two locomotives and 27 freight cars in its roster. Control is through stock ownership, by the Monson Maine Slate Co. Rails of the little road weigh 30 pounds to the yard.

#3, a midget 0-4-4T, brand new and cute as a bug. Was built by Vulcan in 1912, and, along with #4 was sold to the Edaville R. R. in 1945.





#4 approaches Monson Jct (Me.) with three cars of crated slate and the combo

150

New | CHATTAHOOCHEE VALLEY RAILWAY COMPANY. | SALES AT

CHATTAHOOCHEE VALLEY RAILWAY CO.

GEO. H. LANIER . . . . . President.
C. E. WRIGHT . . . . . General Manager.
B. H. CURLEY . . . . . Auditor.
K. L. FOSTER . . . . . Claim Agent.
C. W. SAMPLES . . . . . Car Accountant.
W. T. EDMONDS . . . . . General Superintendent.
M. P. McCOY . . . . . Master Mechanic.

All correspondence to be addressed to General Manager, West Point, Ga.

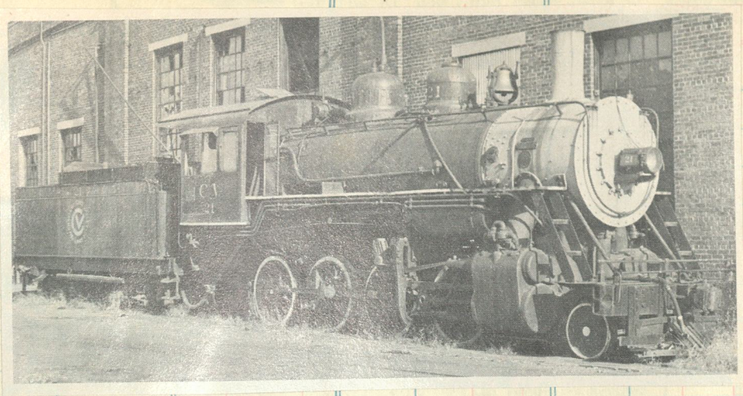
October 19, 1932.

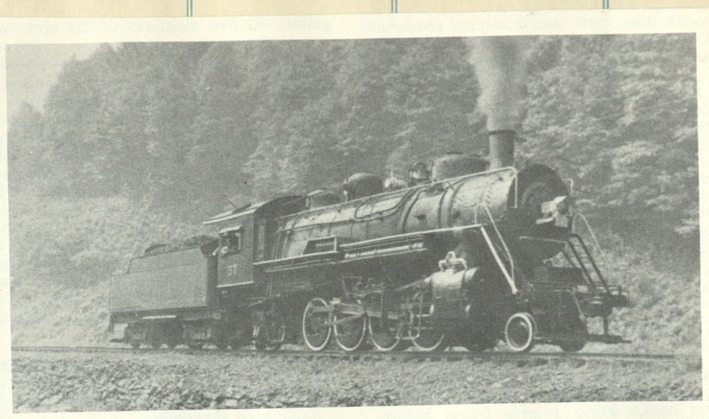
9	5	3	1	Ms	LEAVE	ARRIVE	2	4	6	10
P M	P M	A M	A M	O			A M	A M	P M	P M
b5 10	b1 00	b10 30	b6 45	17	West Point		7 47	11 32	2 02	6 12
5 20	1 10	10 40	6 55	20	Shawmut		7 37	11 22	1 52	6 02
5 30	1 20	10 50	7 05	23	Fairfax		7 27	11 12	1 42	5 52
5 40	1 30	11 00	7 15	26	arr. Riverview	lve.	b7 17	b10 02	b1 32	b5 42
P M	P M	A M	A M	45	Bleecker ▣		A M	A M	P M	P M

b Daily bus service. ▣ Freight service. STANDARD—*Central time.*

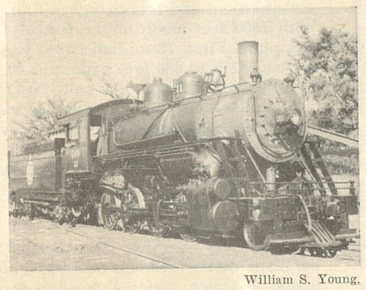
CONNECTIONS.

At West Point—With Atlanta & West Point R.R. and Western Ry. of Alabama.
At Bleecker—With Central of Georgia Ry.



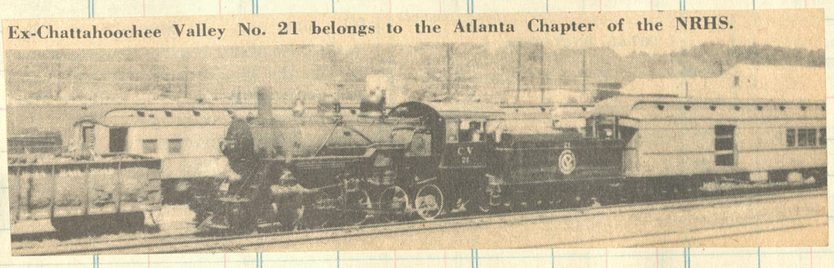


#57, a 2-8-2 built by Baldwin in 1915 for the AB&A #103 [c/n 41740] Renoed AB&C #212, to the C.V. #57, as shown, then to Kelly Creek & North Western #57, sold to Mid West Steel and last as Buffalo Creek & Gauley #9 in 1953



William S. Young.

Ex-Chattahoochee Valley No. 21 belongs to the Atlanta Chapter of the NRHS.



BETHLEHEM STEEL

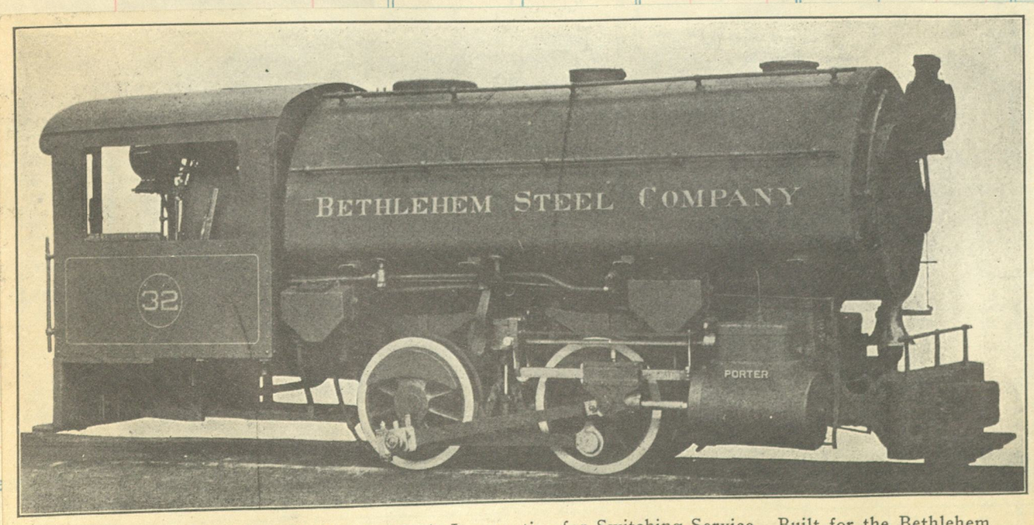


Fig. 6—Four-Wheel (0-4-0) Saddle Tank Locomotive for Switching Service. Built for the Bethlehem Steel Company by the H. K. Porter Company. Cylinders, 15 in. x 20 in. Working Steam Pressure, 170 lbs. per sq. in. Diameter of Drivers, 40 in. Tractive Effort, 16,260 lbs. Heating Surface—Tubes, 730.8 sq. ft.; Firebox, 76.8 sq. ft.; Total, 807.6 sq. ft. Grate Area, 14.08 sq. ft. Rigid Wheel Base, 5 ft. Total Engine Wheel Base, 5 ft. Weight on Drivers, 81,500 lbs. Total Weight of Engine, 81,500 lbs. Fuel, Soft Coal.

Built 1916
c/n 44130

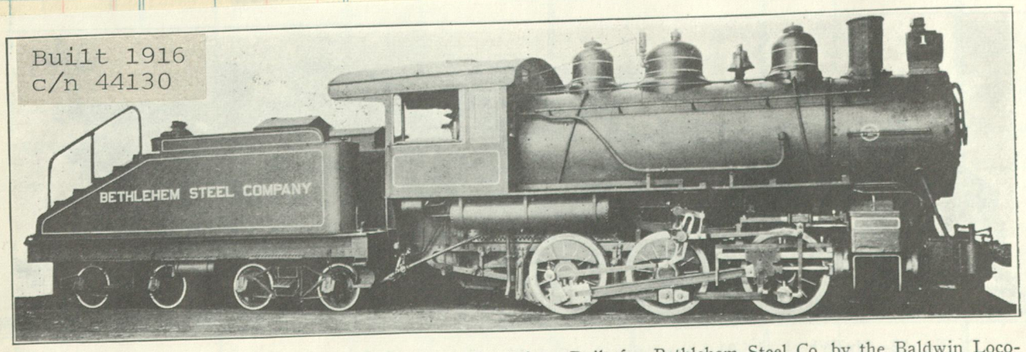


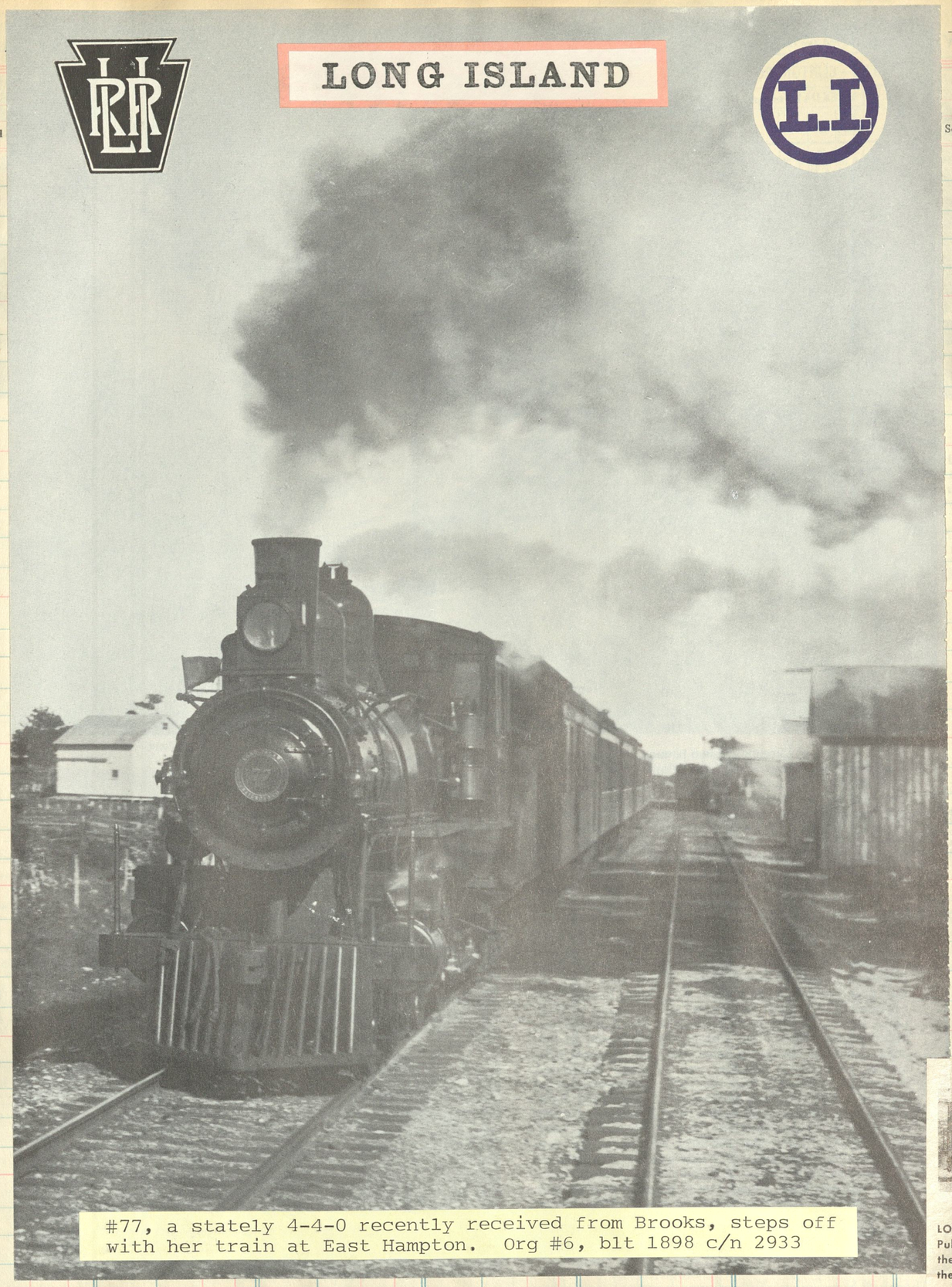
Fig. 29—Six-Wheel (0-6-0) Locomotive for Switching Service. Built for Bethlehem Steel Co. by the Baldwin Locomotive Works.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,786 sq. ft.
Cylinders	21 in. x 26 in.	Heating Surface, Firebox	173 sq. ft.
Steam Pressure	180 lbs.	Heating Surface, Total	1,959 sq. ft.
Diam. of Drivers	51 in.	Grate Area	31.6 sq. ft.
Tractive Effort	34,400 lbs.	Weight on Drivers	143,700 lbs.
Rigid Wheel Base	11 ft.	Weight, Total	143,700 lbs.
Total Wheel Base	11 ft.	Fuel	Soft coal

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold

LONG ISLAND



#77, a stately 4-4-0 recently received from Brooks, steps off with her train at East Hampton. Org #6, blt 1898 c/n 2933

Long Island herald

Long Island Rail Road has a new herald:

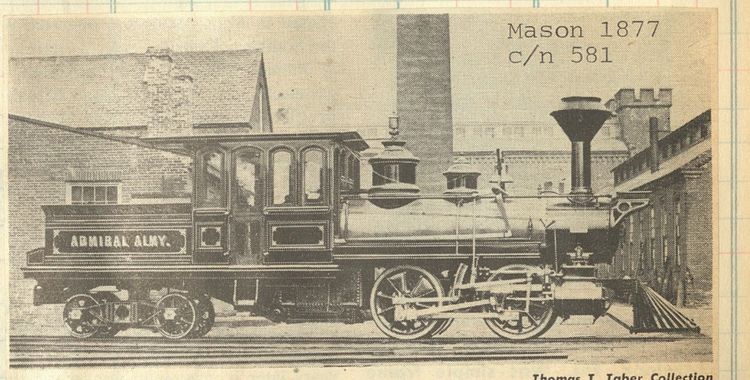
New Old

No more keystone *à la* PRR!

A. J. Franck.

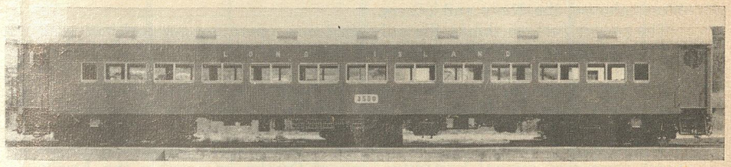
P. O. Box 171, Richmond Hill, N. Y.

Sold	Sold	Amount	Clos. No.	Sold	Amount



Thomas T. Taber Collection

Gleaming *Admiral Almy* engine was pride of New York & Manhattan Beach Railway in late 1870's. Here she poses at builder's plant.



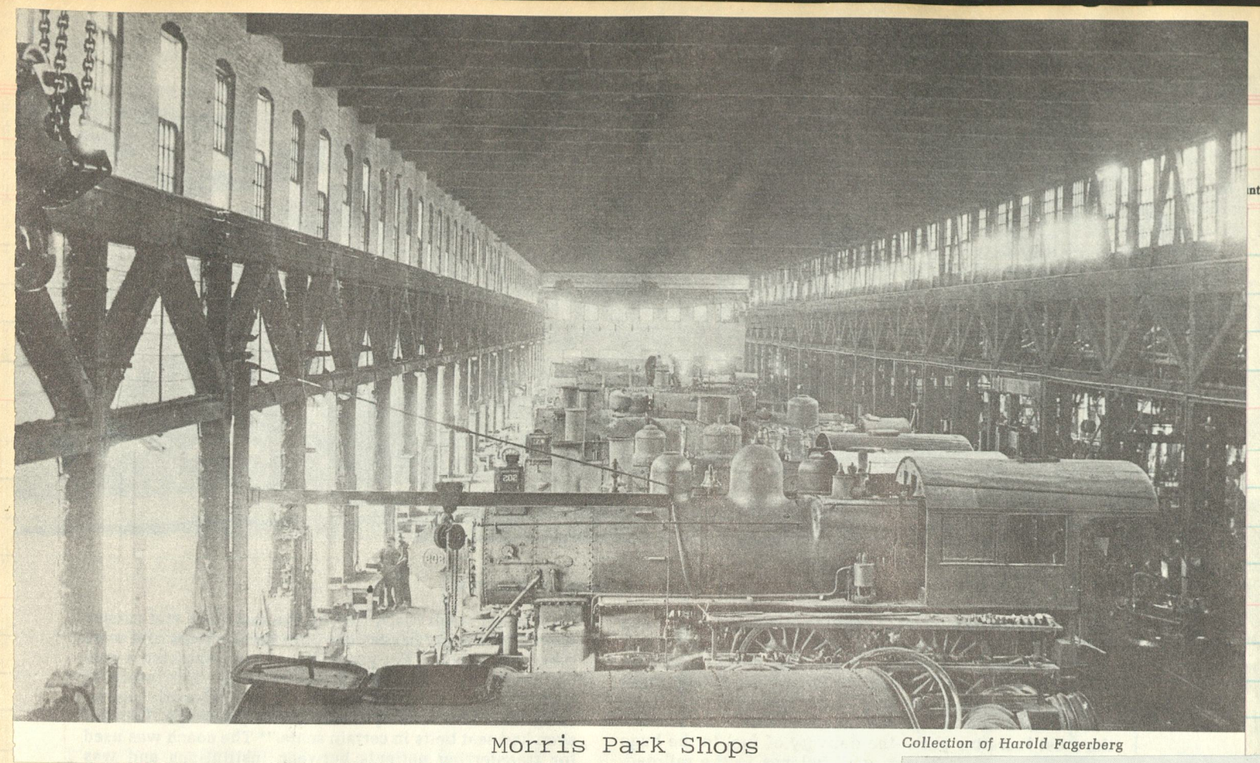
1953

LONG ISLAND is taking delivery of 20 multiple-unit electric commuter coaches like this from Pullman-Standard for $125,000 each. The 61-ton cars develop 460 h.p., seat 128 riders. Though they seat only four less passengers than one of LI's distinctive double-deckers, the new cars are the same length — 80 feet. They will accelerate 1.5 miles per hour per second, have two motors.

It took a fleet of over a hundred sturdy 2-8-0's to keep tonnage moving along the Long Island. One of them, #107 (ex PRR #7616 blt by Baldwin 1915) performs her task with dignity near Stony Brook.

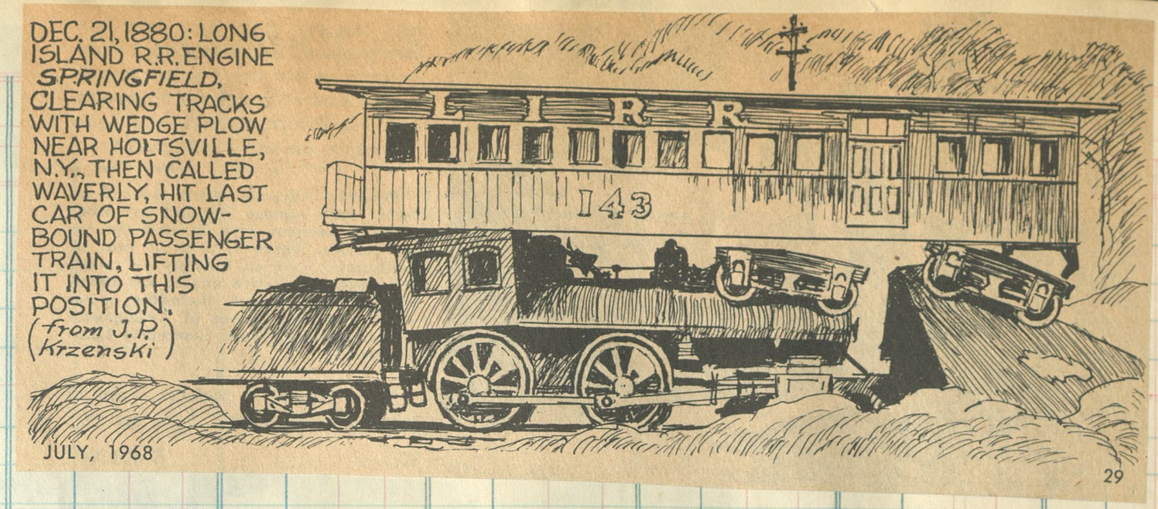
James G. La Vake.

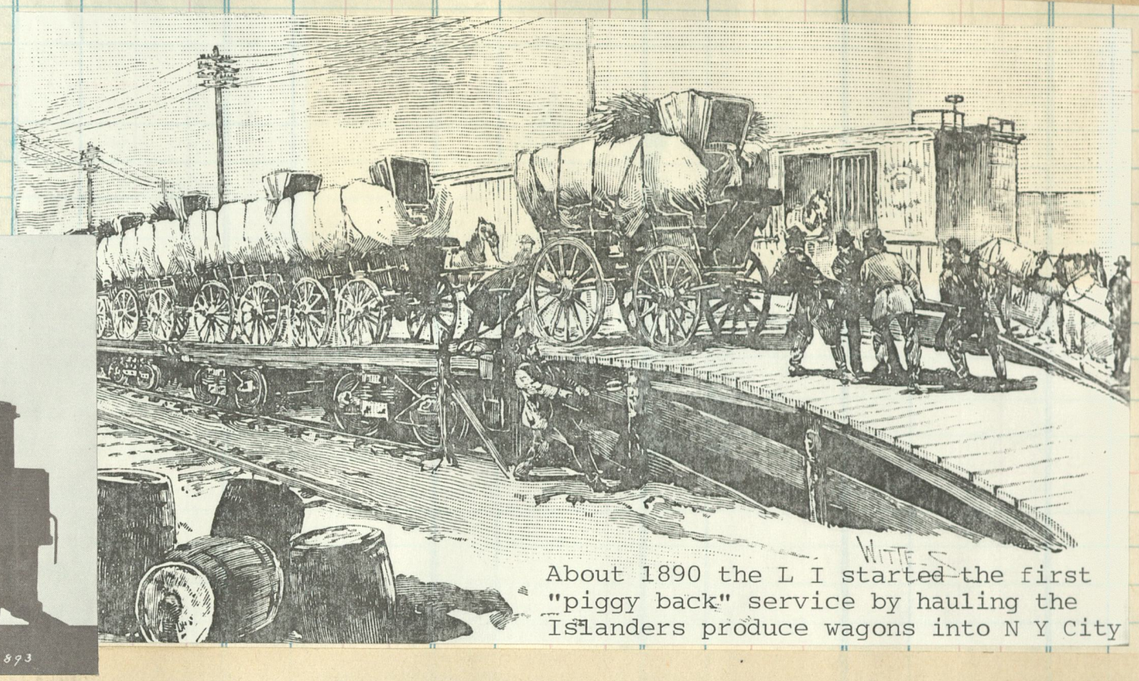
An owl-faced multiple-unit electric train slides up to the high-level platforms at Bayside, N. Y., on the railroad with a passenger problem: too many people going all at once to places not far enough away.



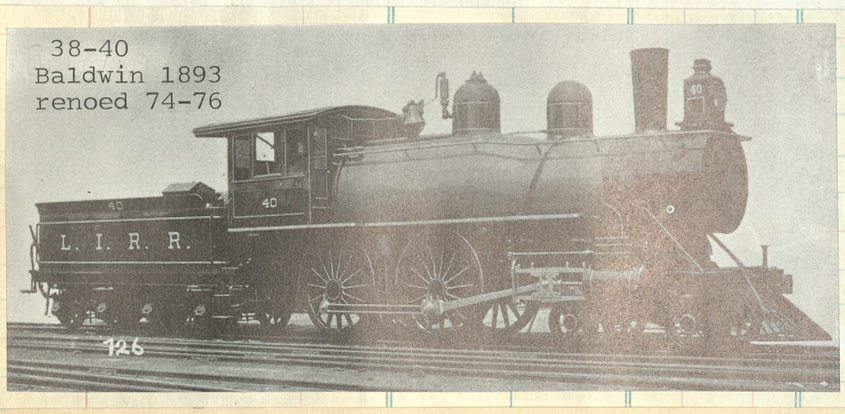
Morris Park Shops

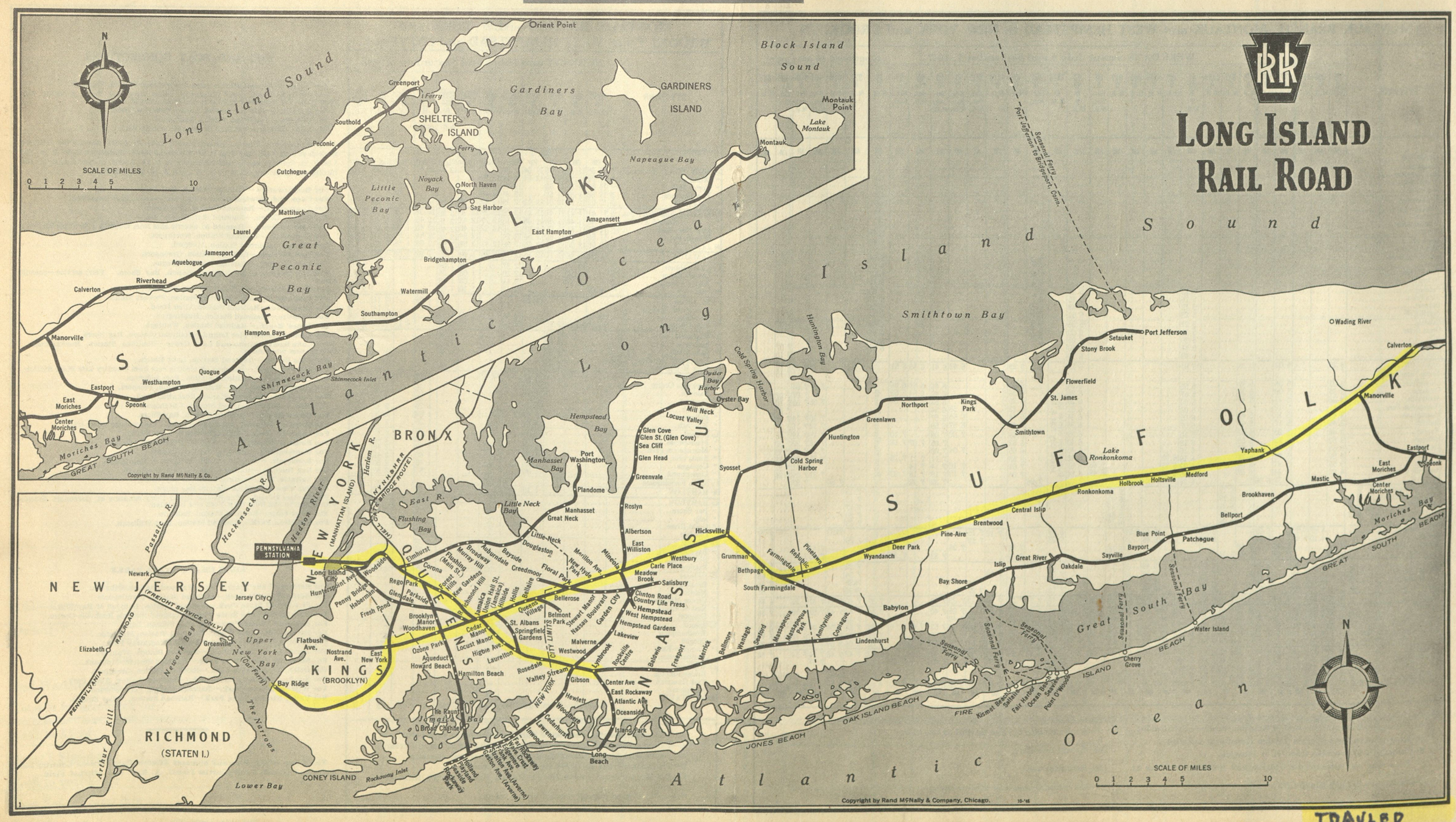
Collection of Harold Fagerberg





About 1890 the L I started the first "piggy back" service by hauling the Islanders produce wagons into N Y City

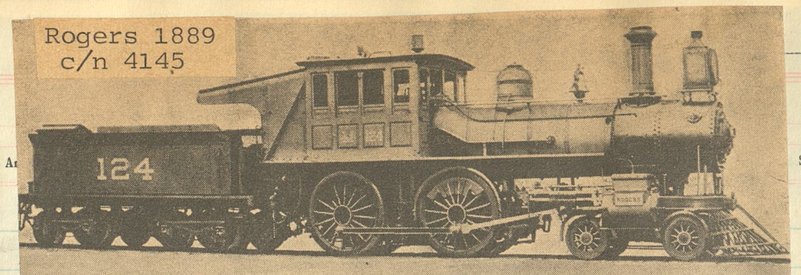




TRAVLED

Clos. No. | Sold | Amount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amount

Rogers 1889
c/n 4145

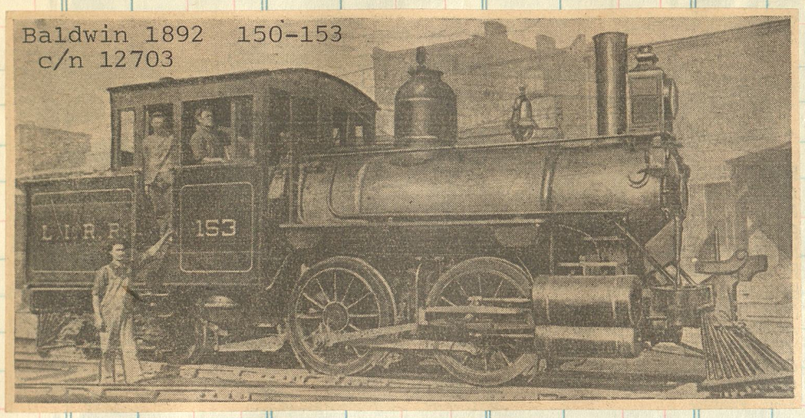


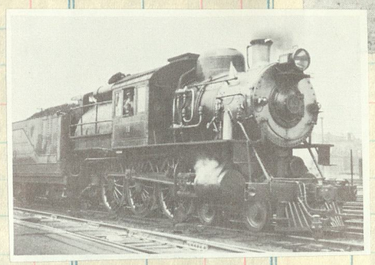
Photos above and at top of opposite page from Railroadians of Americ

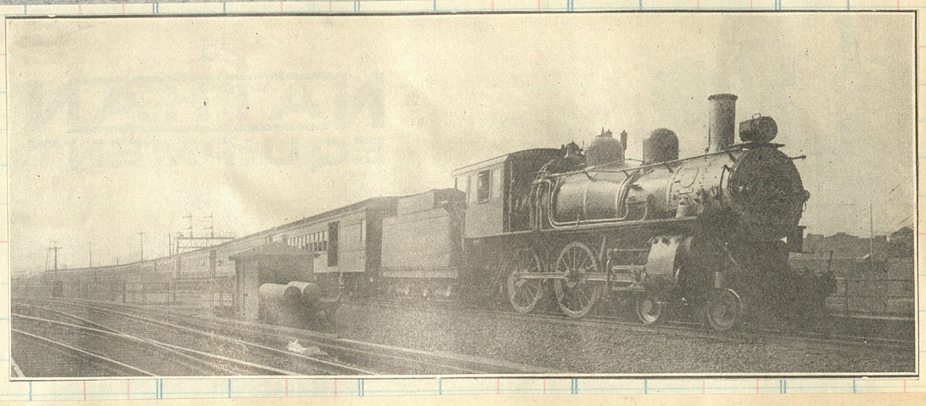
LONG ISLAND'S No. 124 gave her fireman shelter—but little ventilation

Baldwin 1878
c/n 4389

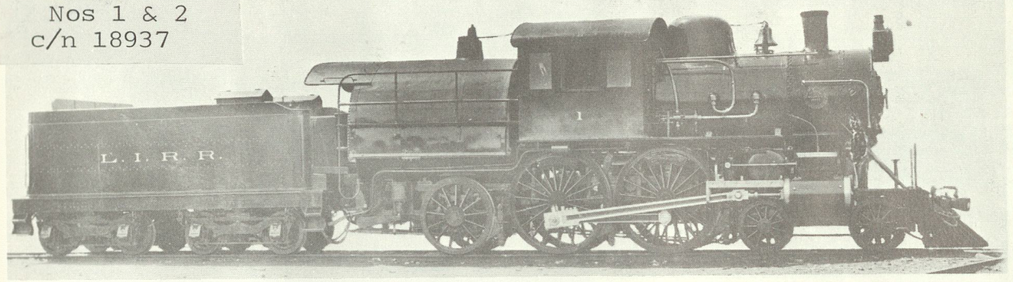
Baldwin 1892 150-153
c/n 12703

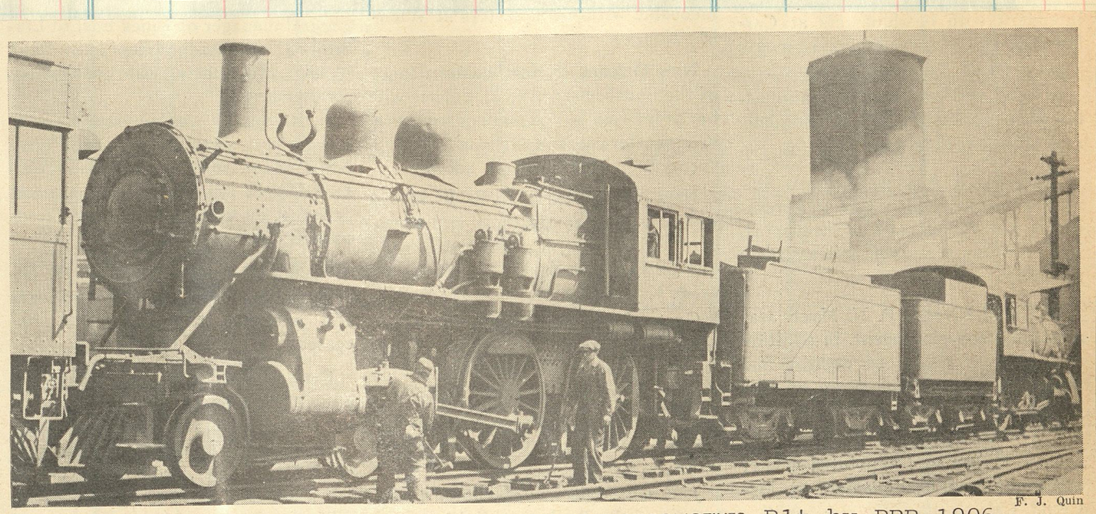






Baldwin 1901
Nos 1 & 2
c/n 18937



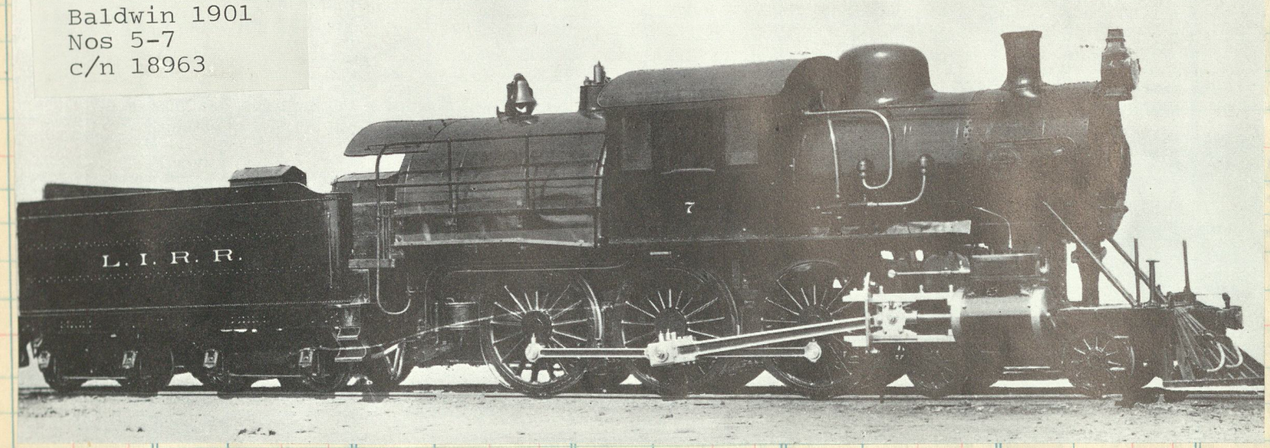


F. J. Quin

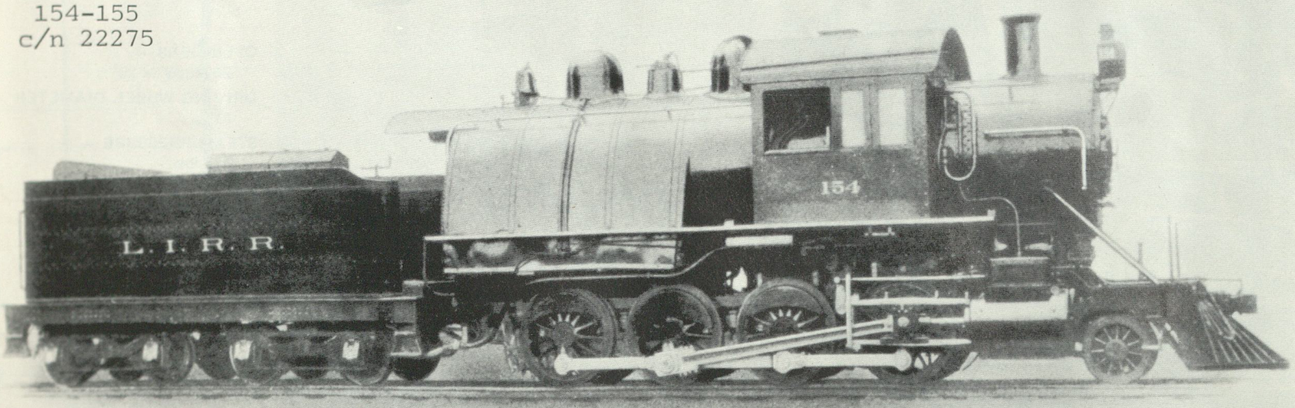
TWO LONG ISLAND RAILROAD LOCOMOTIVES Blt by PRR 1906

In the foreground is locomotive 212, scrapped in 1934, and to the right is locomotive 228. Photograph taken at Morris Park Shops, Jamaica, N.Y.

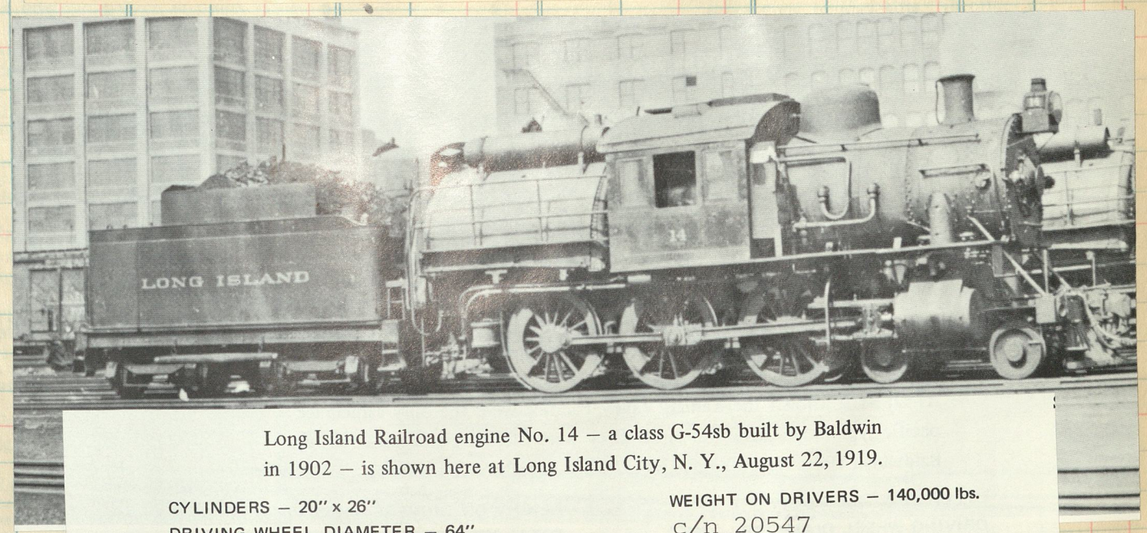
Baldwin 1901
Nos 5-7
c/n 18963



154-155
c/n 22275

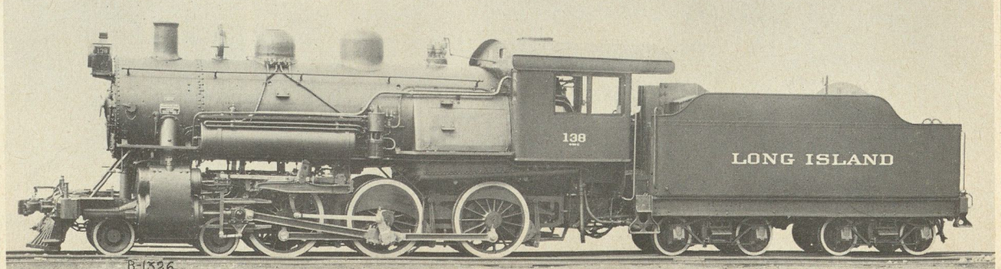


Built by Baldwin 1902 Cyls 21x28 dvs 51" Total Wt 265,000#



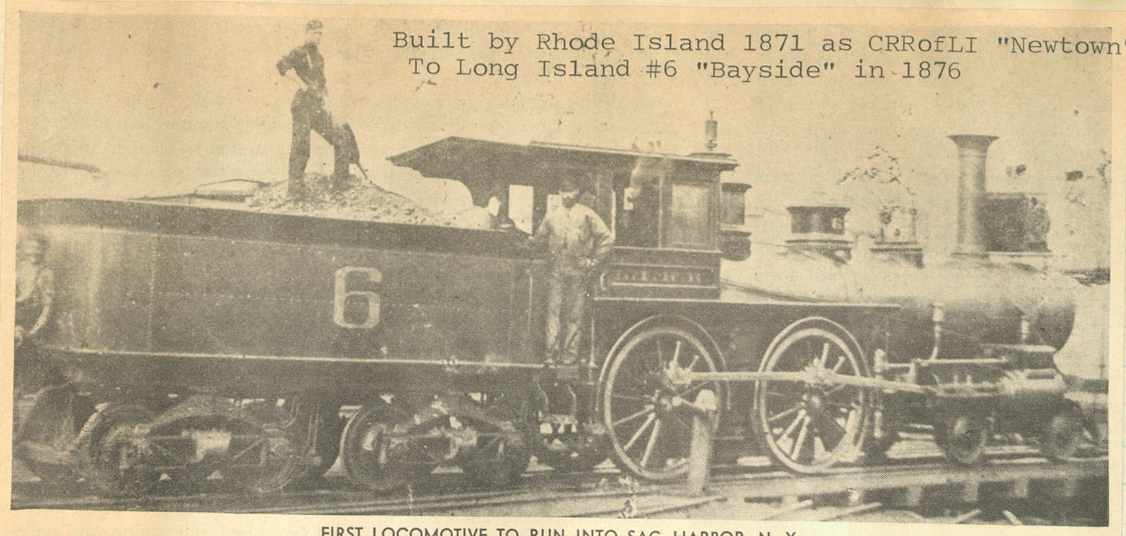
Long Island Railroad engine No. 14 – a class G-54sb built by Baldwin in 1902 – is shown here at Long Island City, N. Y., August 22, 1919.

CYLINDERS – 20" x 26"
DRIVING WHEEL DIAMETER – 64"
STEAM PRESSURE – 200 lbs.
WEIGHT ON DRIVERS – 140,000 lbs.
c/n 20547



B-1336

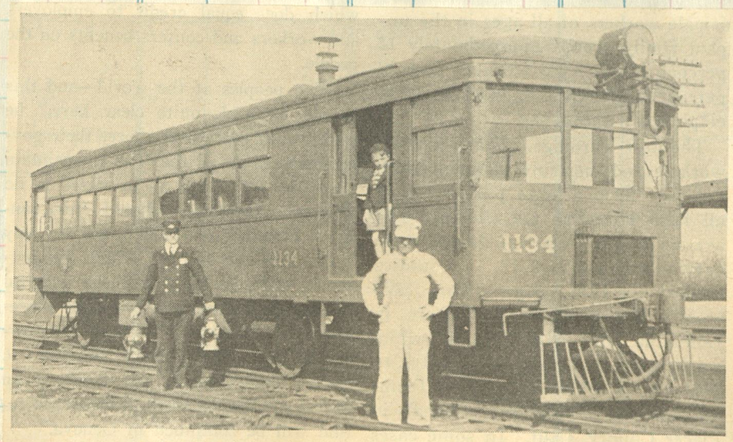
137-140 c/n 53010 Brooks 1913



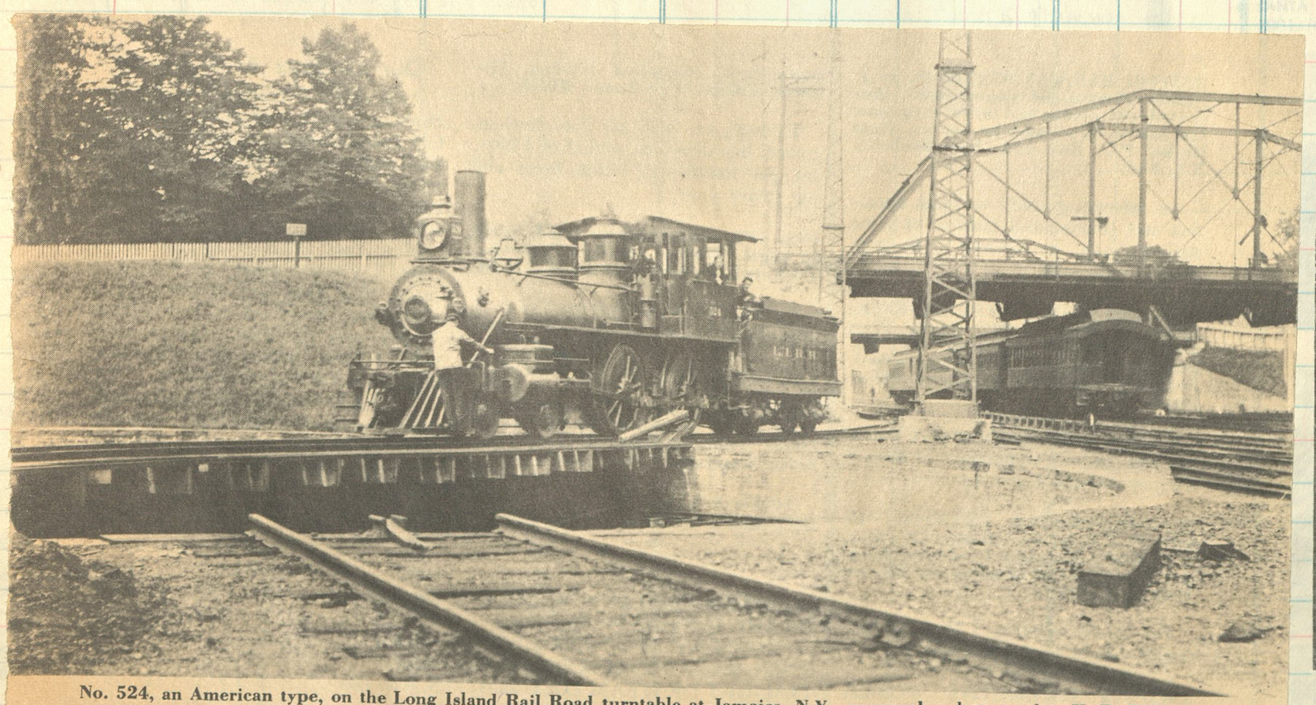
FIRST LOCOMOTIVE TO RUN INTO SAG HARBOR, N. Y.

THIS LONG ISLAND RAILROAD LOCOMOTIVE hit the rear of a stalled freight, smashing the wooden box car to pieces. The wreck took place at Bay Shore, L. I., on July 10, 1909. *Collection of the Library of Congress*

FIVE PASSENGERS WERE SUFFOCATED by salt brine when this Long Island Railroad train was derailed and cracked into a storage tank containing thousands of gallons of brine preservative. A defective switch caused this accident at Calverton, N. Y., on Aug. 13, 1926.



SAG HARBOR "SCOOT," LONG ISLAND RAILROAD



No. 524, an American type, on the Long Island Rail Road turntable at Jamaica, N.Y., as seen by photographer H. B. Fullerton 61 years ago. (From *Steel Rails to the Sunrise*, a new book of LIRR history, written by Ron Ziel and George H. Foster.

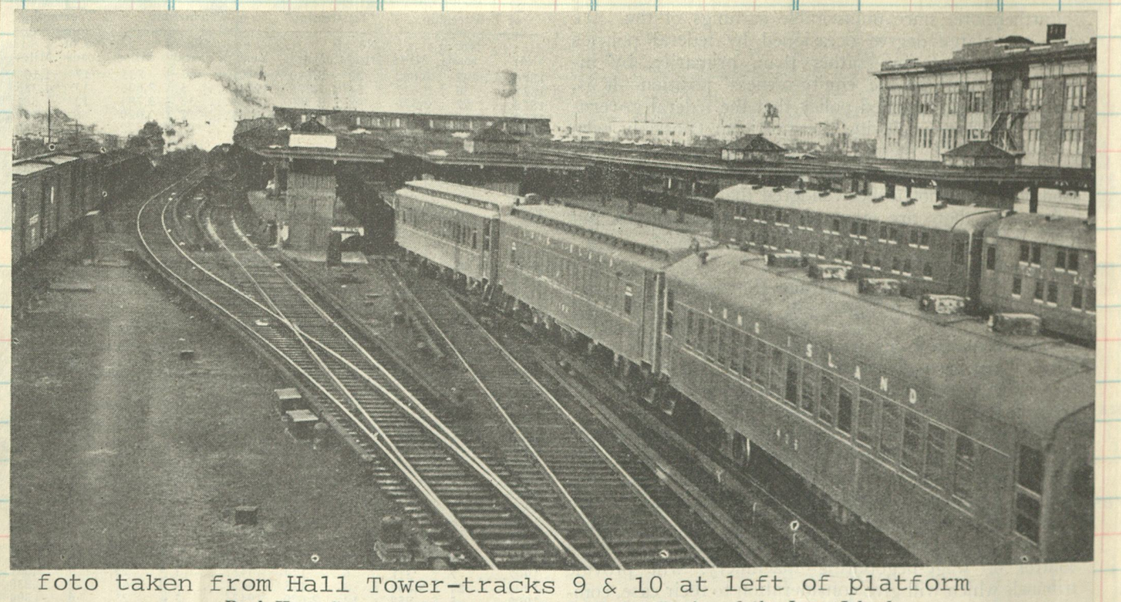
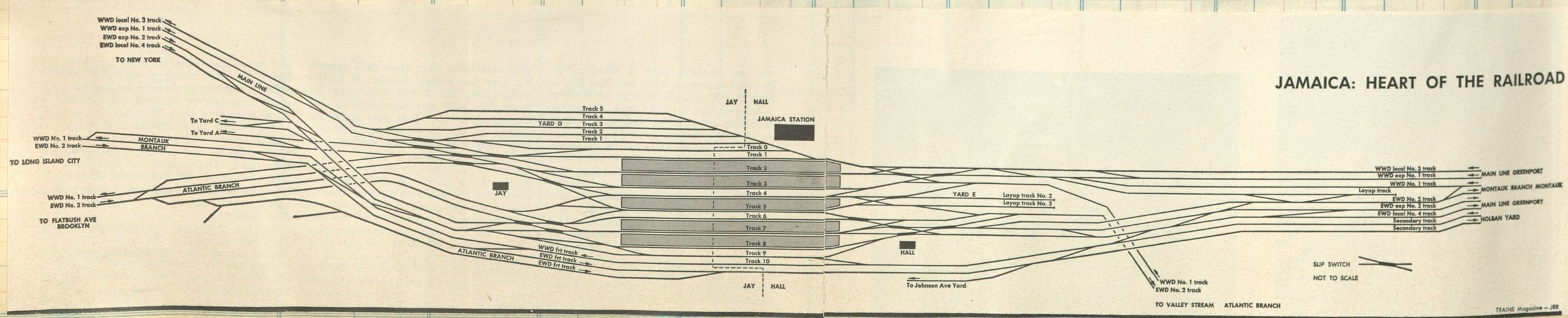


foto taken from Hall Tower-tracks 9 & 10 at left of platform

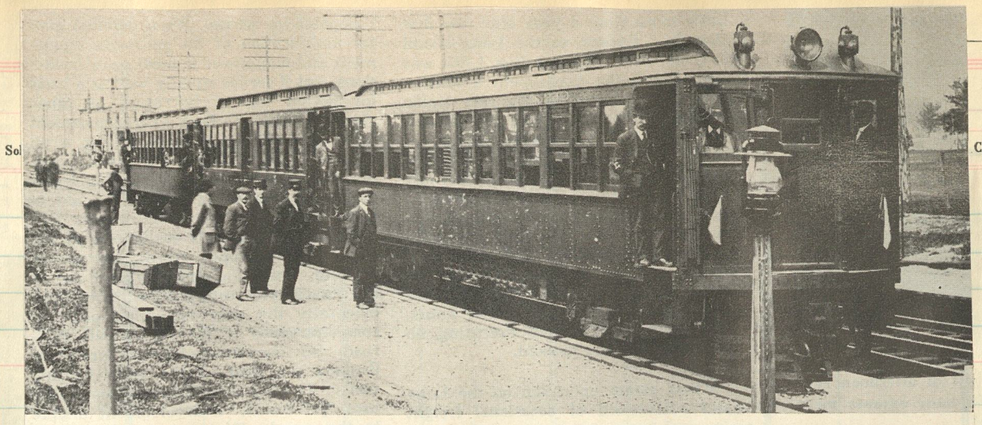
Rush-Hour Scene at the Jamaica (L. I., N. Y.) Station of the Long Island

More than 600 trains pass daily through this suburban transfer station. Here may be seen a freight train, a steam passenger train, a multiple-unit electric train and "double-deck" coaches which help solve the problem of congestion. The station building appears at the far right.

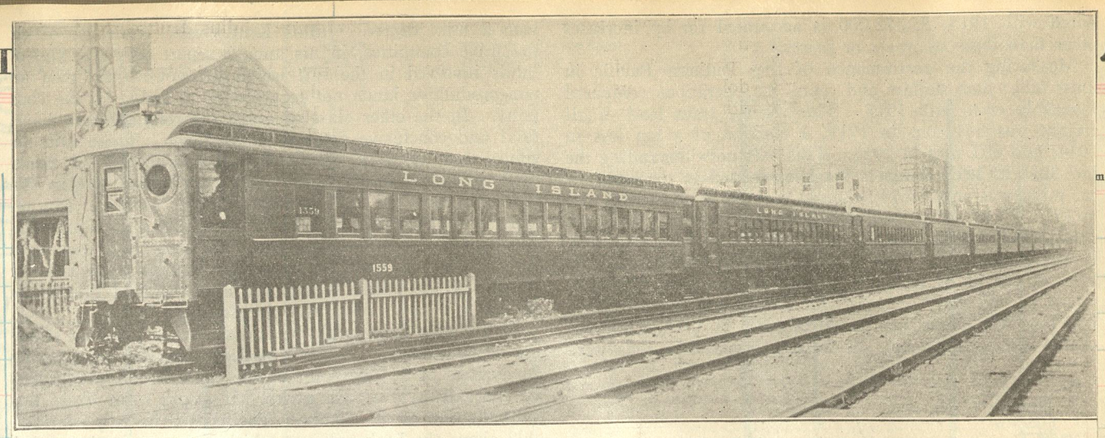
JAMAICA: HEART OF THE RAILROAD



Clos. No. | Sold | Amount | Clos. No. | Sol | Clos. No. | mount

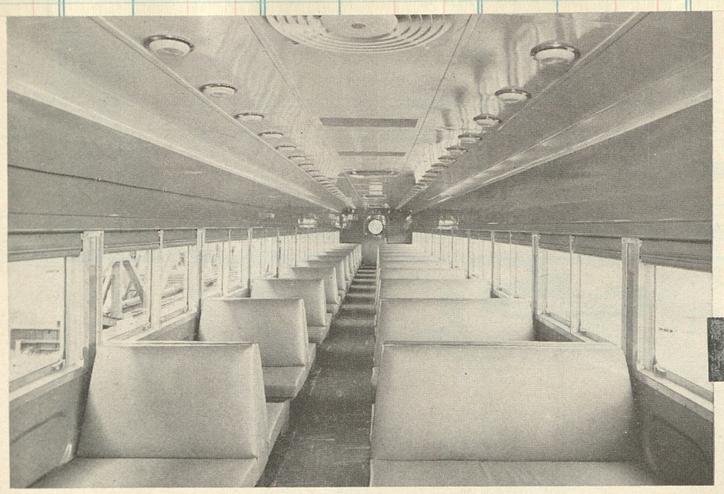


OZONE PARK, 1905: LIRR's electrification, begun in 1904, was first major one on any U. S. railroad.

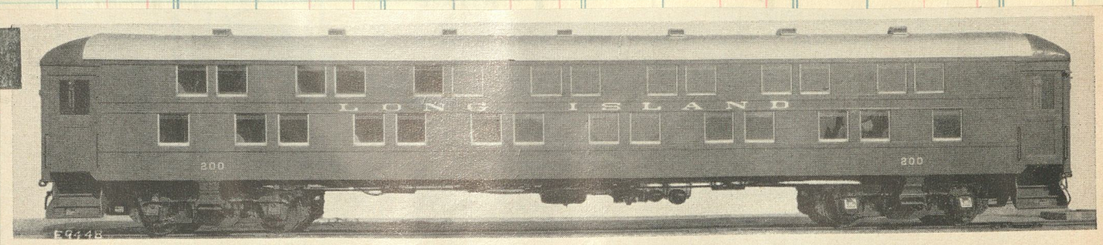


Multiple Unit Train on the Long Island c 1925

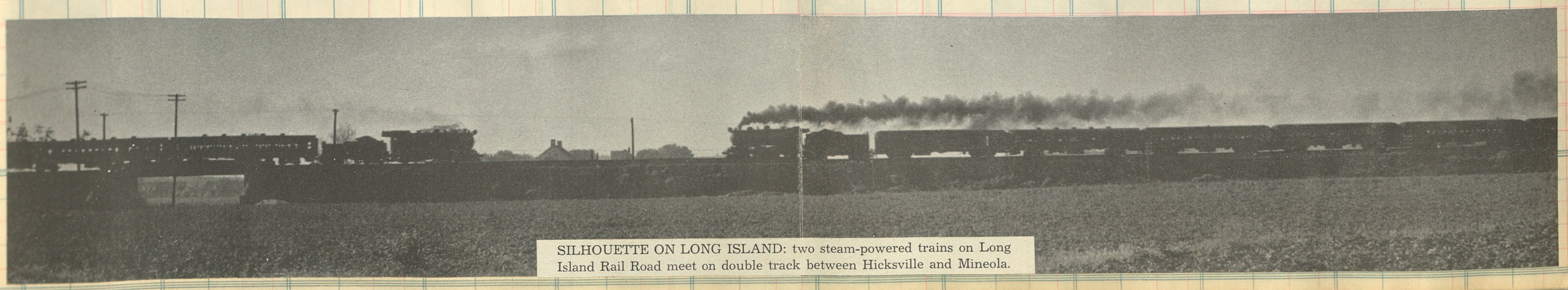
On a railroad as heavily trafficked as the Long Island, the number of trains to handle a given flow of passengers is a matter of vast concern, hence LIRR's enthusiastic development of the ultra-efficient double-deck coach↑. Inside← these 132-passenger cars you have your choice of stepping up or down; parent-Pennsylvania's shops builds them.



SHORT-HAUL passengers will accept high-density seating, Spartan appointments. New 81-foot 9-inch cars on Long Island (average haul: 21.8 miles in 1957) seat 128 in a 3-2, back-to-back seating configuration. The interior is pleasant but quite utilitarian.



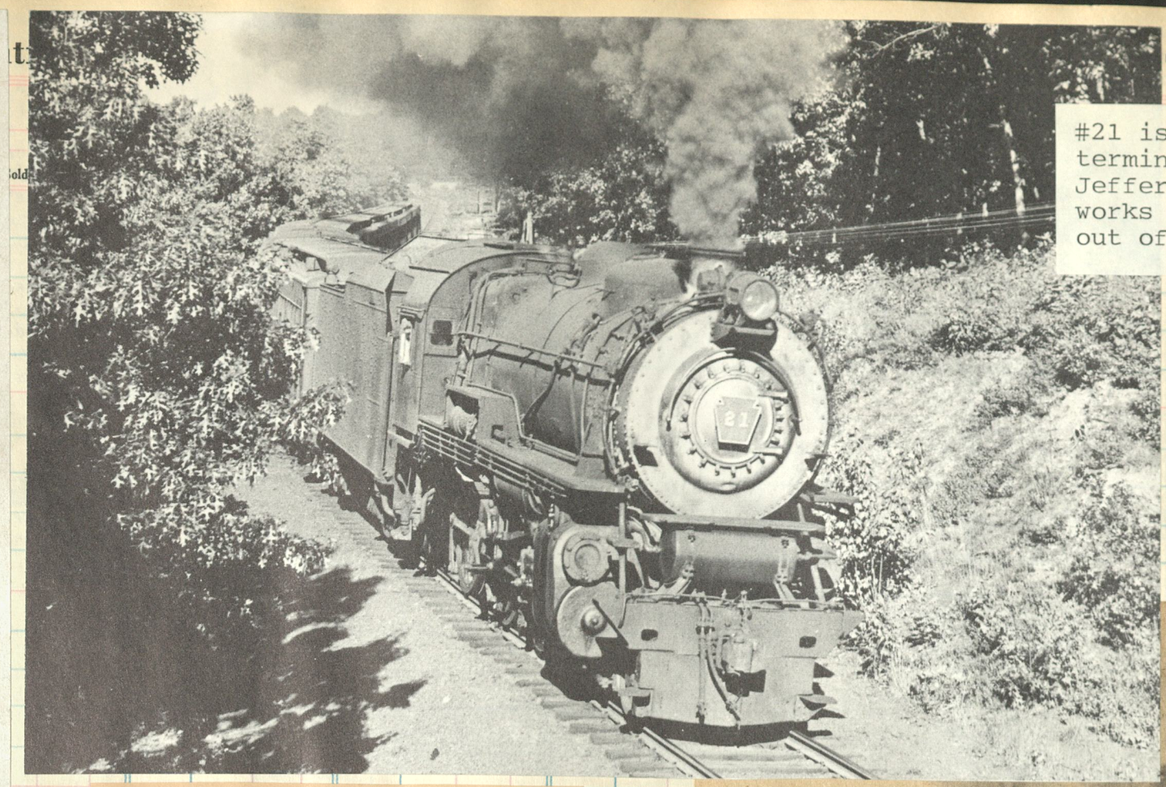
One way to carry more people without making the train longer is this 132-passenger double-decker; Long Island owns 63 such two-story cars, all built in parent Pennsy's Altoona Shops. Road's newest cars, 20 multiple-unit coaches from Pullman-Standard, will hold 128 on single deck.



SILHOUETTE ON LONG ISLAND: two steam-powered trains on Long Island Rail Road meet on double track between Hicksville and Mineola.

Norman E. Kohl, Locust Ave., Glen Head, N. Y.

Identical triplets, three series G-5 Ten-Wheelers of the Long Island Railroad, stand on the engine terminal tracks at Oyster Bay, L. I. These engines, with their relatively high starting tractive effort, are ideally suited for heavy commuter trains.



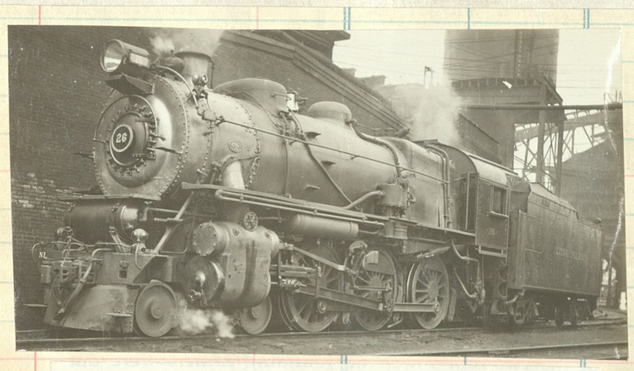
#21 is near her terminal of Port Jefferson as she works eight cars out of Stony Brook

Clos. No. | Sold | Amou

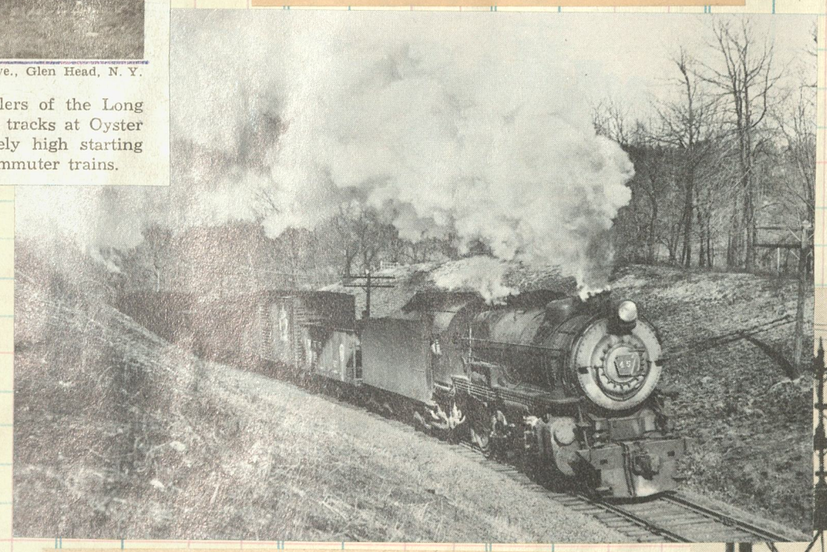
The Long Island's G-5s 10 wheelers, all built at Juniata

20-25	1924
26-28	1925
29-39	1926
40-50	1929

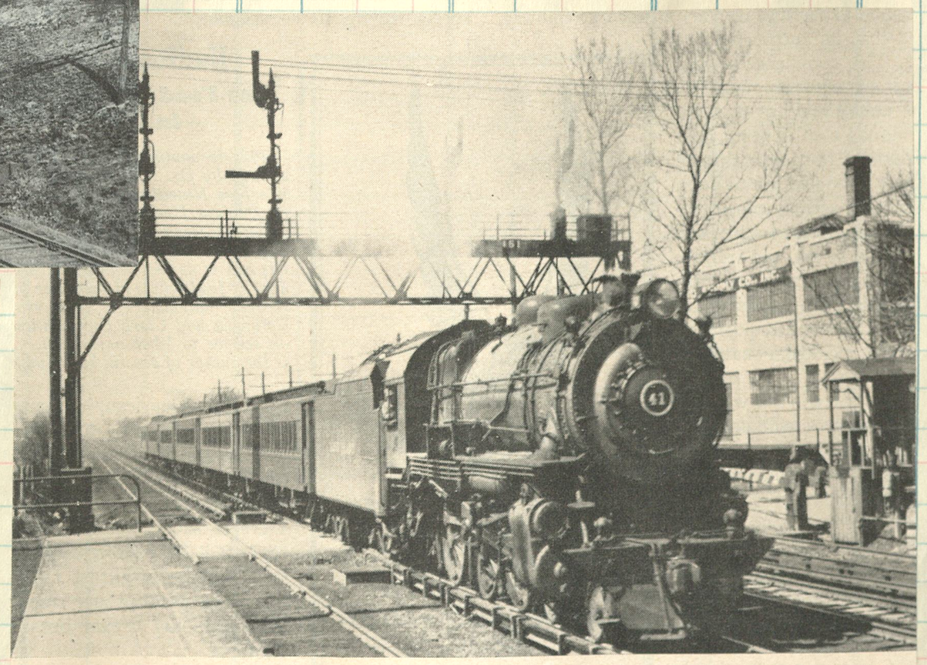
Westbound thru Locust Valley



Ed May fotoed #26 relaxing at Morris Park in August 1937



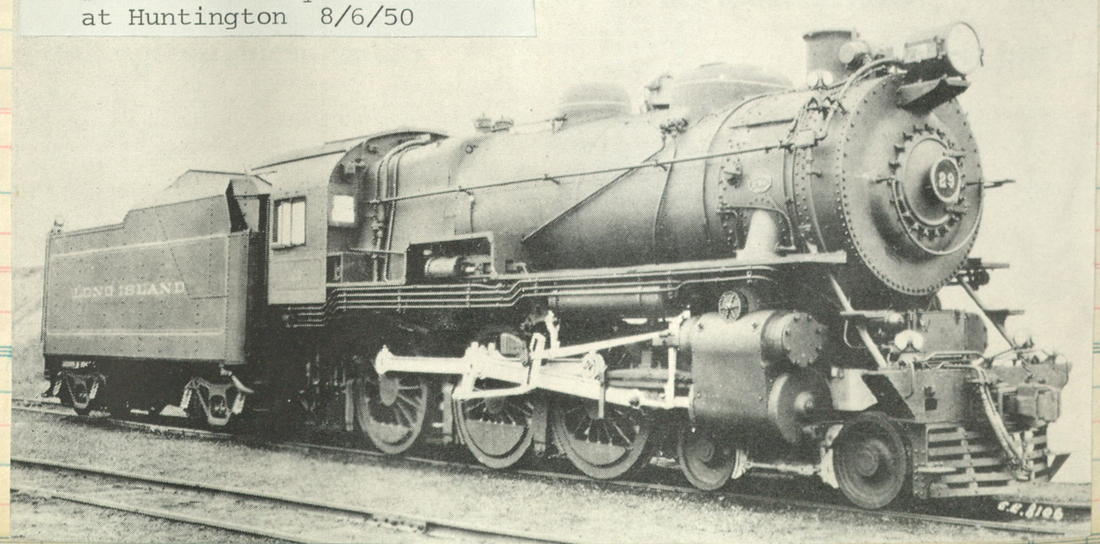
#45 works the tonnage near Mill Neck



LONG ISLAND RAILROAD'S ENGINE 41 HAULING PASSENGER TRAIN THROUGH FLORAL PARK, N. Y.

#38 makes a beautiful pattern of frosty exhaust near Stony Brook

#29 was destroyed in wreck at Huntington 8/6/50

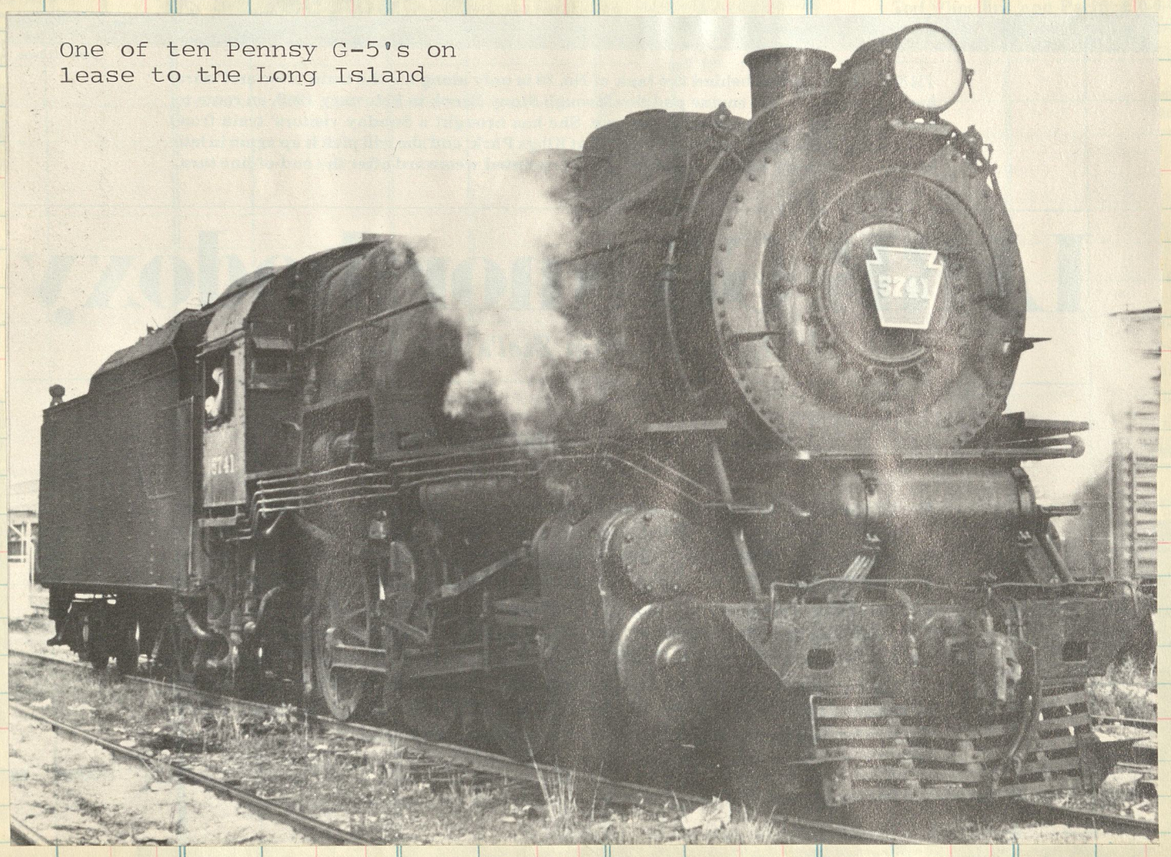


Clos. No. | Sold | Amount | Clos. N

Sold | Amount

FAMOUS racetracks of Long Island accounted for innumerable movements of bettors and horseflesh behind the tanks of G5's. The latter usually did not require such tractive effort (as a rule, a G53sd sufficed for such lightweight moves); nevertheless, this May 22, 1948, photo shows big No. 38 passing through Mineola with a couple of horse Pullmans behind her to intrigue the $2 window crowd.

One of ten Pennsy G-5's on lease to the Long Island



Harry J. Trede.

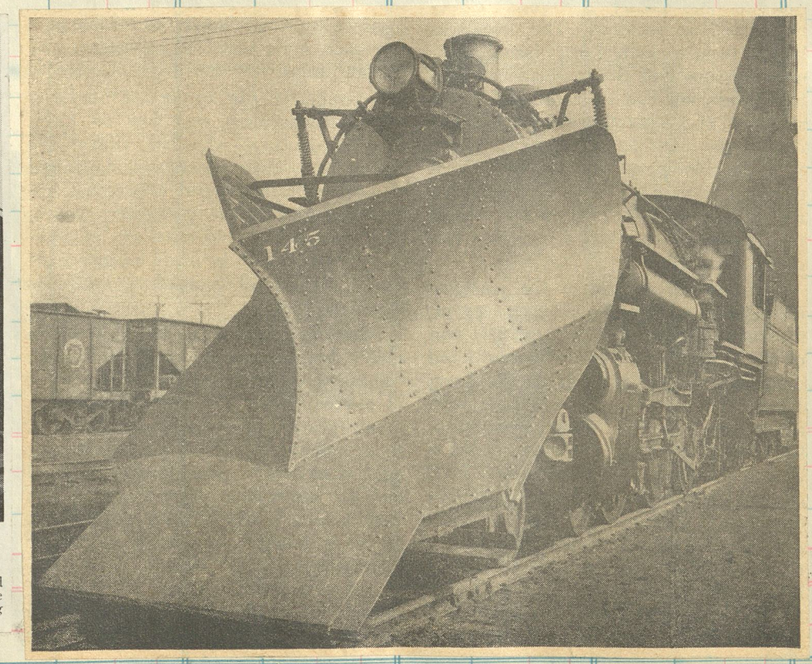
No. 36, one of the Long Island's heavy, Juniata-built 4-6-0's, settles into her stride as she moves eastbound near Carle Place with eight cars of commuters in tow. One of the heaviest Ten-Wheelers in the world and certainly the most advanced in design in the United States, this G5s is no hand-me-down. It was specifically designed for these rapid-acceleration commuter runs.

1942

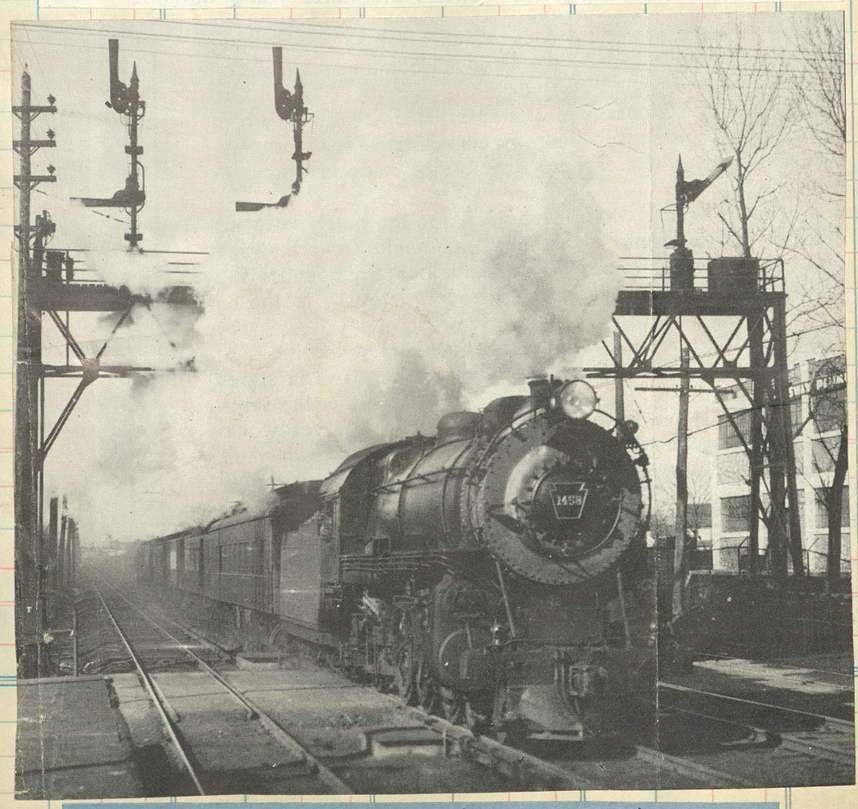
1942

Women Keep Long Island's Engines Clean

These ten women are among the 28 who now work for the Long Island as engine cleaners, and are reported to be doing a good job—laundering as many as 50' locomotives daily. Here they are at the close of the day, returning to their locker room at the Morris Park yards, near Jamaica, Long Island, N. Y.



Winters on Long Island, especially in the "Eastern Provinces" could be ringtail pealers. An infamous "Nor'easter" could quickly blow up drifts ten feet deep and equipment like the 145 was kept busy trying to keep the line open. Often a rotary would have to be called.



PRR 4-6-2 #1458 (K-2s Juniata 1910 c/n 2118) races Trn #6 "Montauk Express" by Floral Park

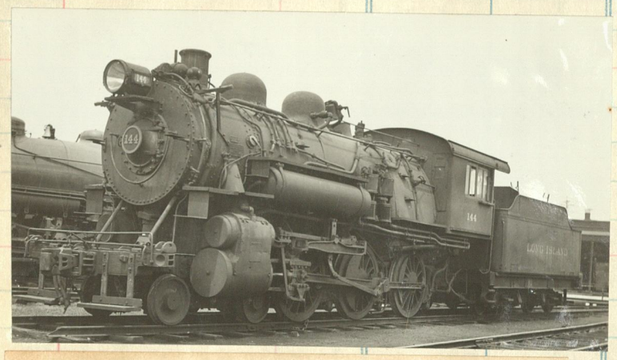
159

SELLER
DATE
FORM

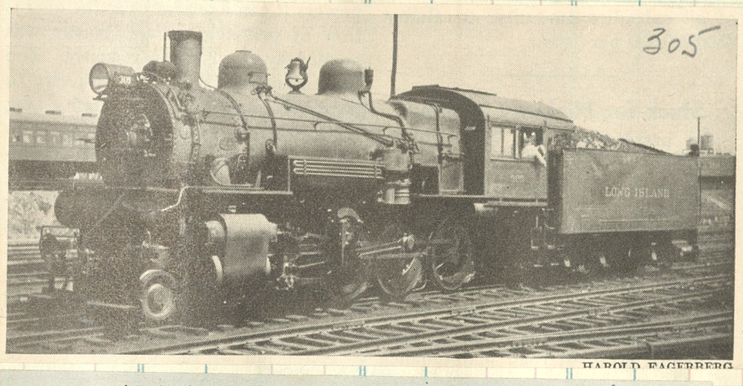
AT

ount | Clos. No. | Sold | Amount | Clos. No. | Sold | Amou

Like an injured horse, #44 lies in the dirt after hitting a soft spot in the track near Wilson Farm crossing outside Aquebogue on Nov. 17, 1935. Note blind middle driver.



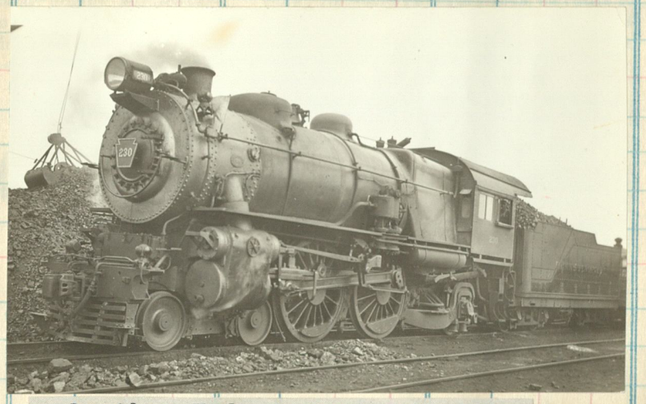
Six dual service 10 wheelers were delivered by Brooks in 1917 noed 141-146. Foto by Ed May-1937



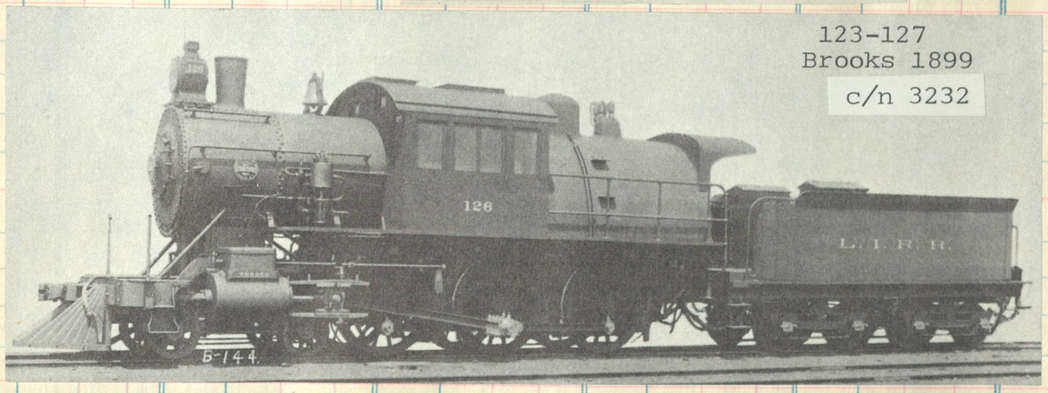
305

HAROLD EAGERBERG

Consolidation #305 was blt as PRR #3109 by Baldwin in 1906

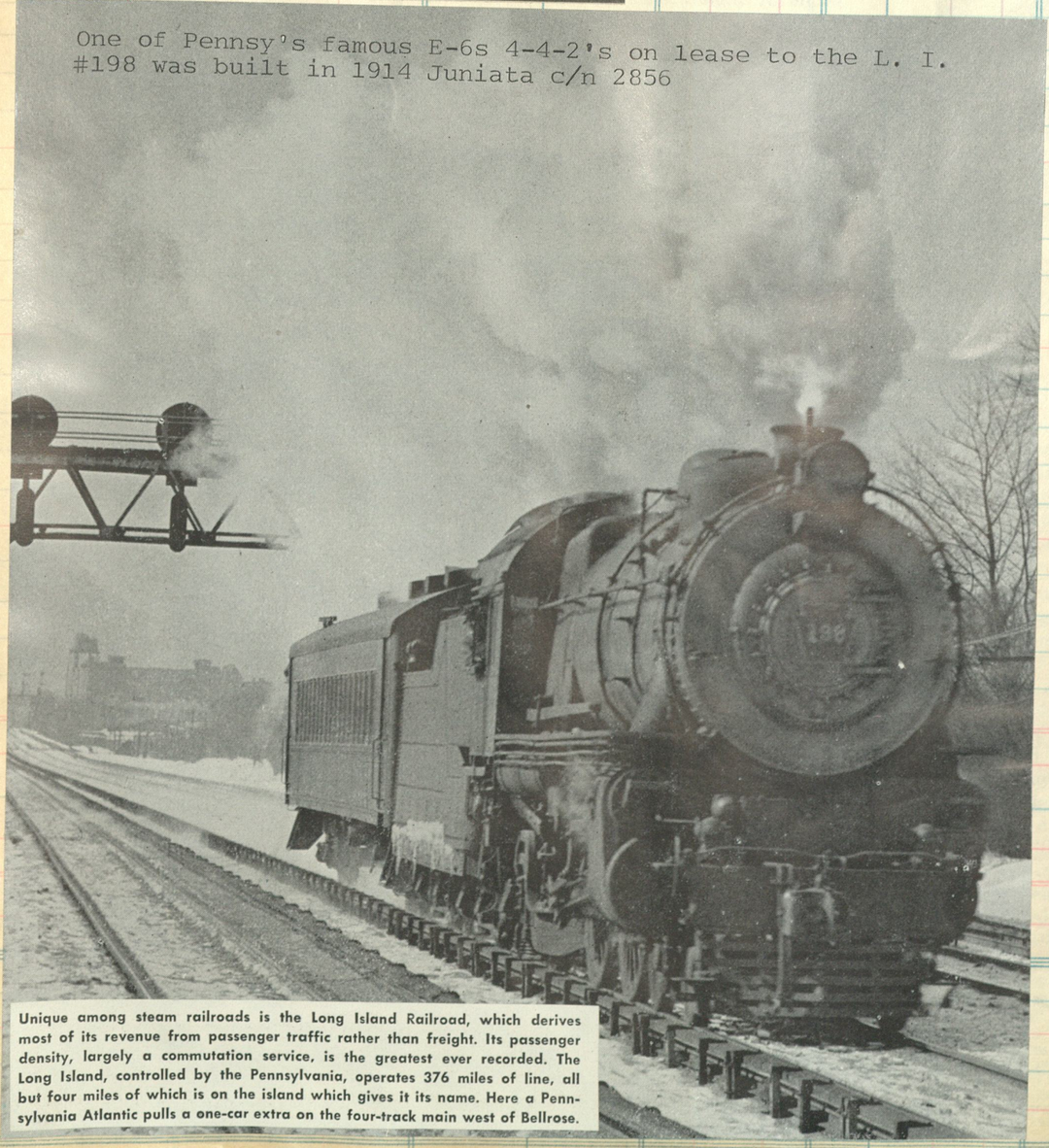


Another E-6s leased from PRR #230 blt at Juniata 1914



123-127
Brooks 1899
c/n 3232

One of Pennsy's famous E-6s 4-4-2's on lease to the L. I. #198 was built in 1914 Juniata c/n 2856



Unique among steam railroads is the Long Island Railroad, which derives most of its revenue from passenger traffic rather than freight. Its passenger density, largely a commutation service, is the greatest ever recorded. The Long Island, controlled by the Pennsylvania, operates 376 miles of line, all but four miles of which is on the island which gives it its name. Here a Pennsylvania Atlantic pulls a one-car extra on the four-track main west of Bellrose.

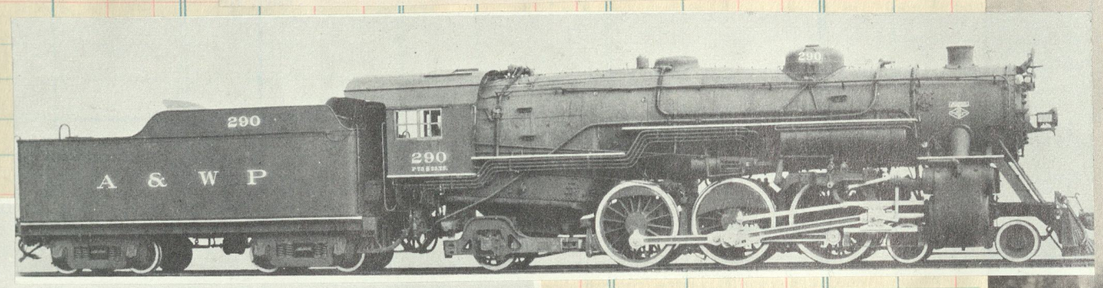
#35

WHITE-FACED G5 Ten-Wheeler receives the final homage of a trainload of railroad enthusiasts and photographers as steam bows out of the picture on Long Island Rail Road October 16, 1955. The 4-6-0 pauses here at Bliss Tower.

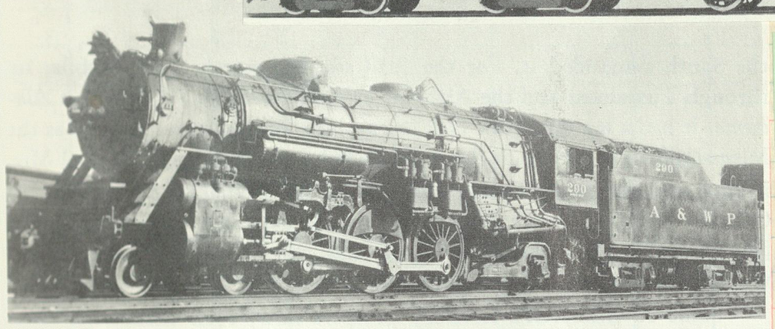
Don Wood

THE West Point ROUTE

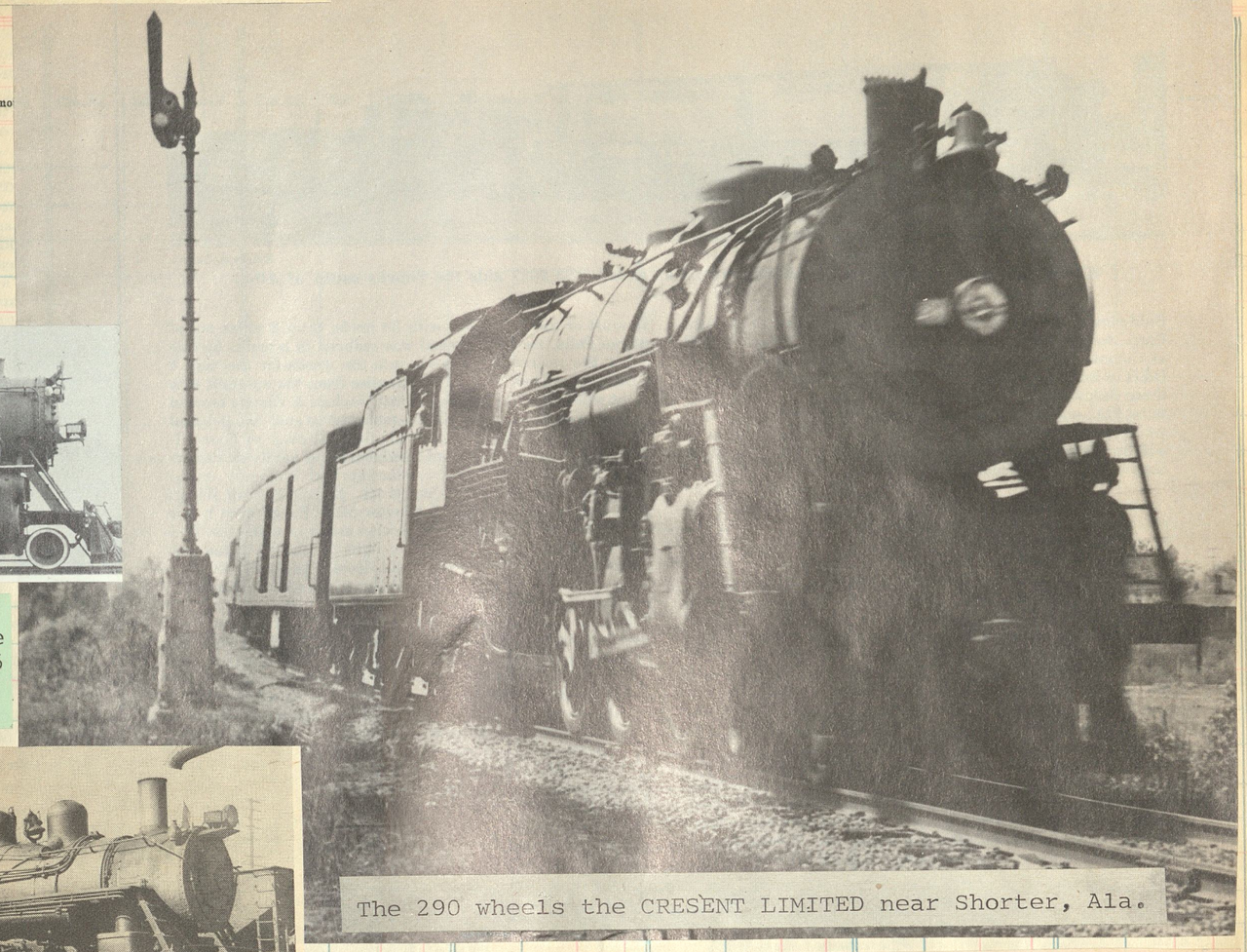
Class No. | Sold | Am | Amo



An updated version of the successful USRA design. The 290 was blt by Lima in 1926 c/n 7008 and was the last passenger engine for A&WP

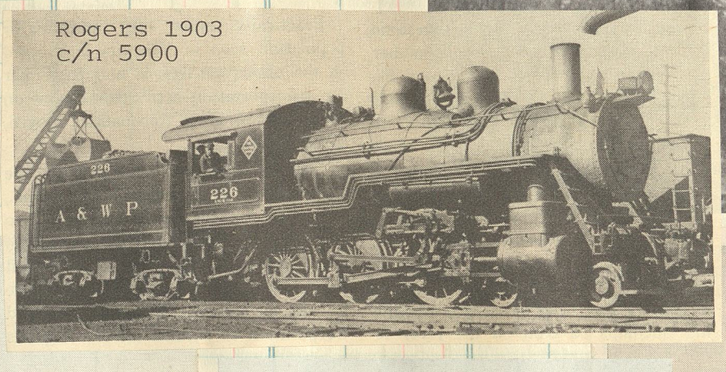


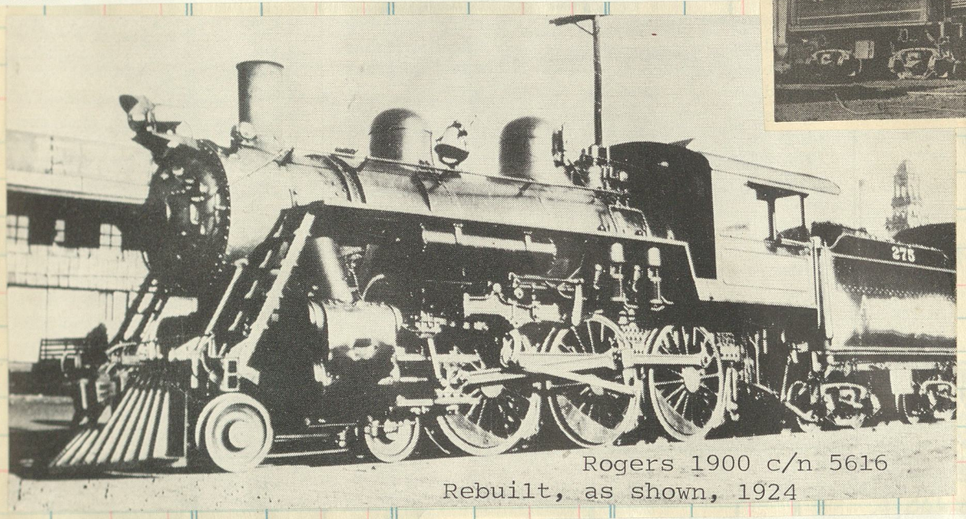
POWER FOR THE CRESCENT — Atlanta and West Point 290 — an enlarged version of the U.S.R.A. light 4-6-2 design — once handled the New York-New Orleans *Crescent* west from Atlanta.



The 290 wheels the CRESENT LIMITED near Shorter, Ala.

Rogers 1903
c/n 5900

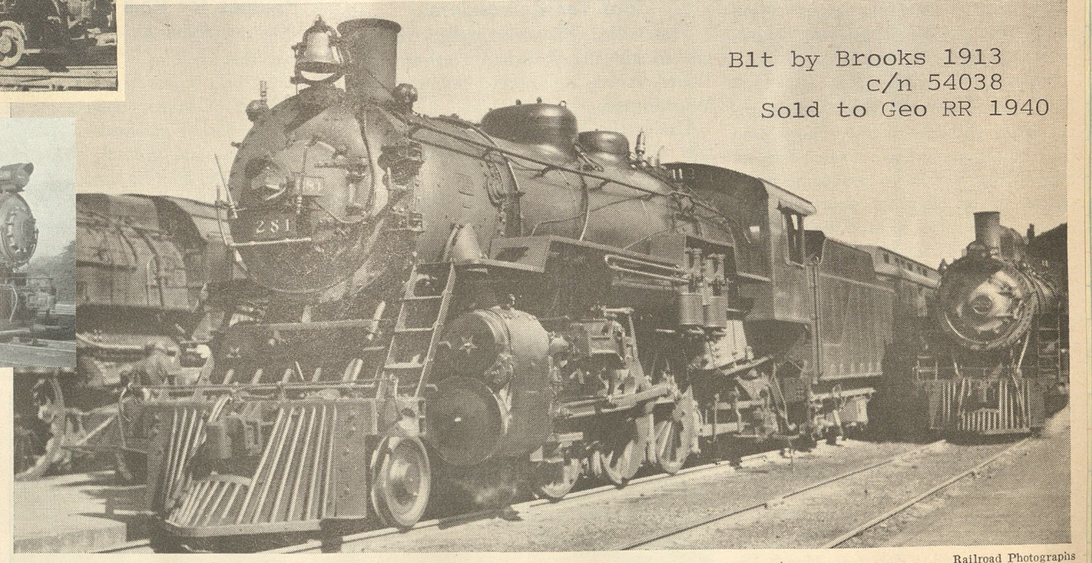




Rogers 1900 c/n 5616
Rebuilt, as shown, 1924

Richmond 1912

Blt by Brooks 1913
c/n 54038
Sold to Geo RR 1940

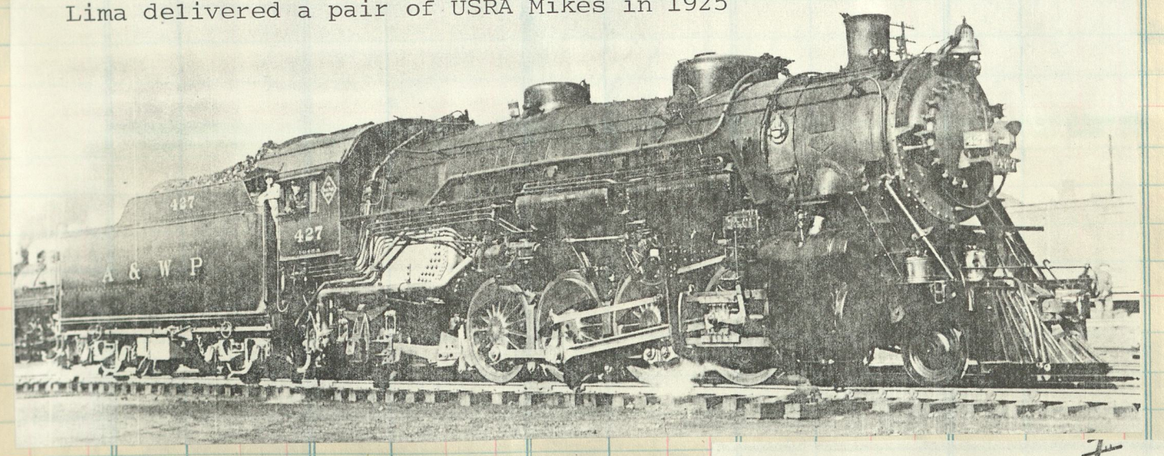


Railroad Photographs

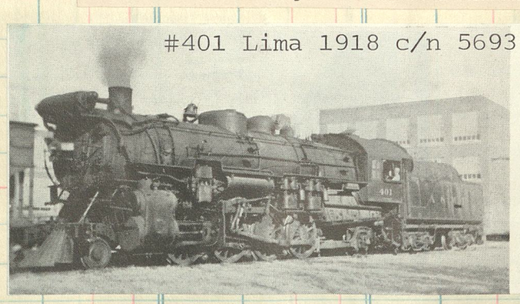
HEAVY PACIFIC LOCOMOTIVE PULLS CRACK TRAIN

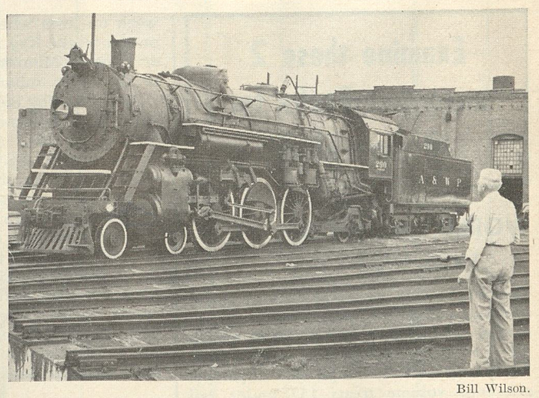
Just after arrival at Montgomery, Ala., heavy Pacific locomotive 281 of the Atlanta & West Point Railroad was photographed between mixed train to the right and Louisville & Nashville train to the left. Note decorative flag staffs on headlight bracket of 281.

Lima delivered a pair of USRA Mikes in 1925



#401 Lima 1918 c/n 5693



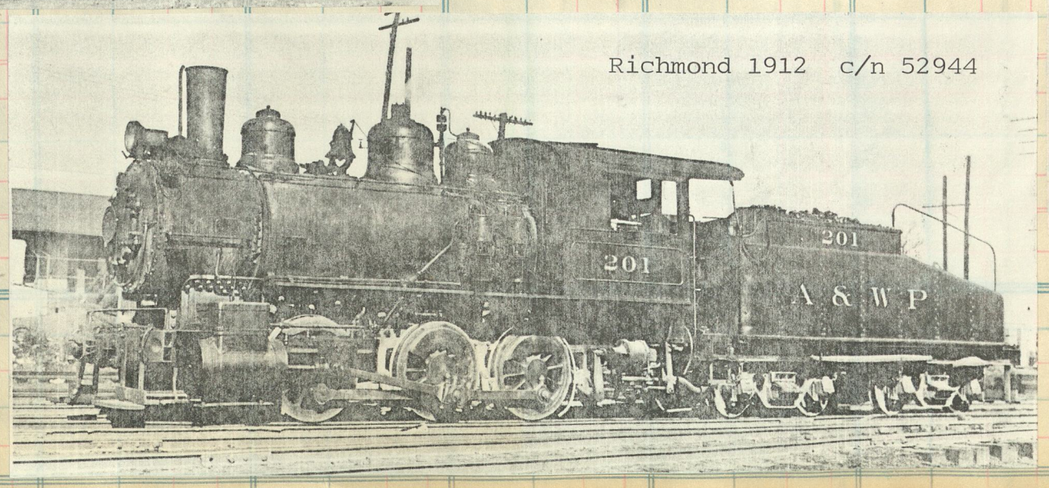


Bill Wilson.

"SHE must not go," say members of a self-styled Society for the Setting Up of a Steam Locomotive Exhibit, in Atlanta, Ga. The railfan group is working to preserve Atlanta & West Point 290, a Lima-built 4-6-2 retired from the Crescent Limited in 1954.

Trn #32 drifts into Milstead, Ala

Richmond 1912 c/n 52944



Now on static display
in Lakewood Park-Atlanta

159

Business cars at Lizard Head

IN the spring of 1895, when Otto Mears's 9-million-dollar Rio Grande Southern was new, Baldwin 2-8-0 No. 1 moved a pair of business cars over the fabled short line so that Photographer William H. Jackson could expose its wonders to the masses. There was, of course, a stop in the snow-streaked altitudes of the San Miguel Mountains so that the camera could record the thrusting rock that was the landmark of Lizard Head Pass. The country was desperately harsh and lonely and the frail line of steel that wound through it for a season turned out to be more of a tribute to man's endurance than a subjugation of nature. The half century-plus that RGS endured was but a few moments in terms of old Lizard Head. And as it turned out, a disturbingly brief time for us humans, too.

— D.P.M.

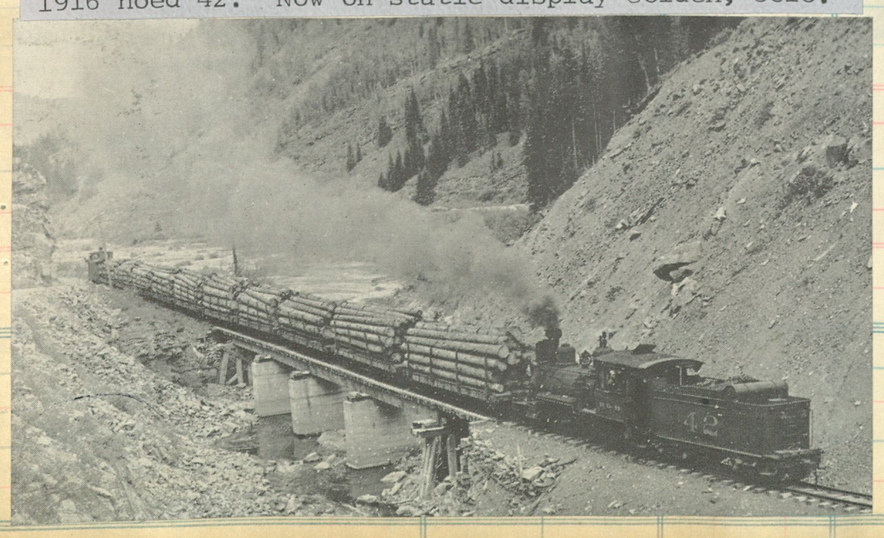
RIDGWAY AND DURANGO.

No. 7	No. 5	Mls.	*March* 28, 1920. (*D. & R. G.*)	Mls.	No. 8	No. 6
			LEAVE [ARRIVE			
*7 10 P M			+.....Denver.....		7 50 A M	
9 55 P M			+Colorado Springs..		5 08 A M	
12 01 A M			+.....Pueblo.....		3 30 A M	
3 45 P M			arr....Ridgway....lve.		10 50 A M	
			(*Rio Grande Southern.*)			
*3 45 P M		0	lve..+ Ridgway [1] ♁.arr.	162.1	10 45 A M	
4 00 "		5.2	..... Hagen	156.9	10 30 "	
4 21 "		9.6	.....Valley View	152.4	10 10 "	
4 53 "		14.3	....Dallas Divide.....	148.8	9 53 "	
5 00 "		16.1	.... Leopard Creek	146.0	9 37 "	
5 22 "		22.2	..... Brown	139.9	9 14 "	
5 38 "		26.6	..... Placerville .... ♁	135.5	8 57 "	
5 47 "		29.1	..... Fall Creek	133.0	8 45 "	
5 51 "		30.2	.....Saw Pit.....	131.9	8 41 "	
6 03 "		33.0	..... Vanadium	129.1	8 32 "	
6 20 P M		37.8	arr..Vance Junc...lve.	124.3	*8 15 A M	
	*7 50 A M	37.8	lve. Vance Junc. [2] ♁ arr.	124.3		5 25 P M
	8 10 "	42.3	..... Ames	121.1		5 15 "
	8 30 "	45.0	.....Ophir..... ♁	117.1		4 57 "
	8 38 "	46.7	..... Matterhorn.....	115.4		4 47 "
	8 50 "	49.1	.....Trout Lake.....	113.0		4 35 "
	9 07 "	52.6	..... Lizard Head	109.5		4 22 "
	9 35 "	60.5	.....Coke Ovens.....	101.6		3 47 "
	9 47 "	63.6	..... Burns	98.5		3 33 "
	10 05 "	66.2	arr. ..+ Rico ♁ ...lve.	95.9		3 25 "
	10 10 "	66.2	lve. ..... Rico ..... arr.	95.9		3 15 "
	10 25 "	70.2	.....Montelores.....	91.6		3 00 "
	10 41 "	74.5	..... King	87.6		2 45 "
	10 59 "	80.2	.....Bear Creek.....	81.9		2 22 "
	11 23 "	85.4	.....Muldoon	76.2		2 05 "
	11 42 A M	90.2	.....Raymond.....	71.9		1 45 "
	12 00 Noon	96.3	.....Stapleton.....	65.8		1 27 "
	1245 P M	102.3	.....Dolores..... ♁	59.8		1 10 "
	12 50 "	103.4	.....Lost Cannon.....	58.7		12 40 "
	1 20 "	111.8	.....Glencoe	50.3		12 10 P M
	1 35 "	115.6	.....Millwood.....	46.5		11 55 A M
	2 00 "	121.5	.....Mancos..... ♁	40.0		11 25 "
	2 13 "	125.3	..... Menefee	36.8		11 14 "
	2 48 "	132.9	.....Grady	29.2		10 46 "
	3 02 "	136.5	.....Dix.....	25.6		10 34 "
	3 22 "	141.2	.....Cima.....	20.9		10 20 "
	3 40 "	145.6	.....Hesperus..... ♁	16.5		10 00 "
	3 44 "	147.0	.....Ute Junction	15.1		9 55 "
	4 08 "	154.2	.....Pine Ridge.....	7.9		9 24 "
	4 17 "	157.1	.....Porter.....	5.0		9 10 "
	4 24 "	159.3	.....Franklin.....	2.8		9 01 "
	4 35 P M	162.1	+.....Durango [3]..... ♁	0		*8 50 A M
			ARRIVE]	[LEAVE		

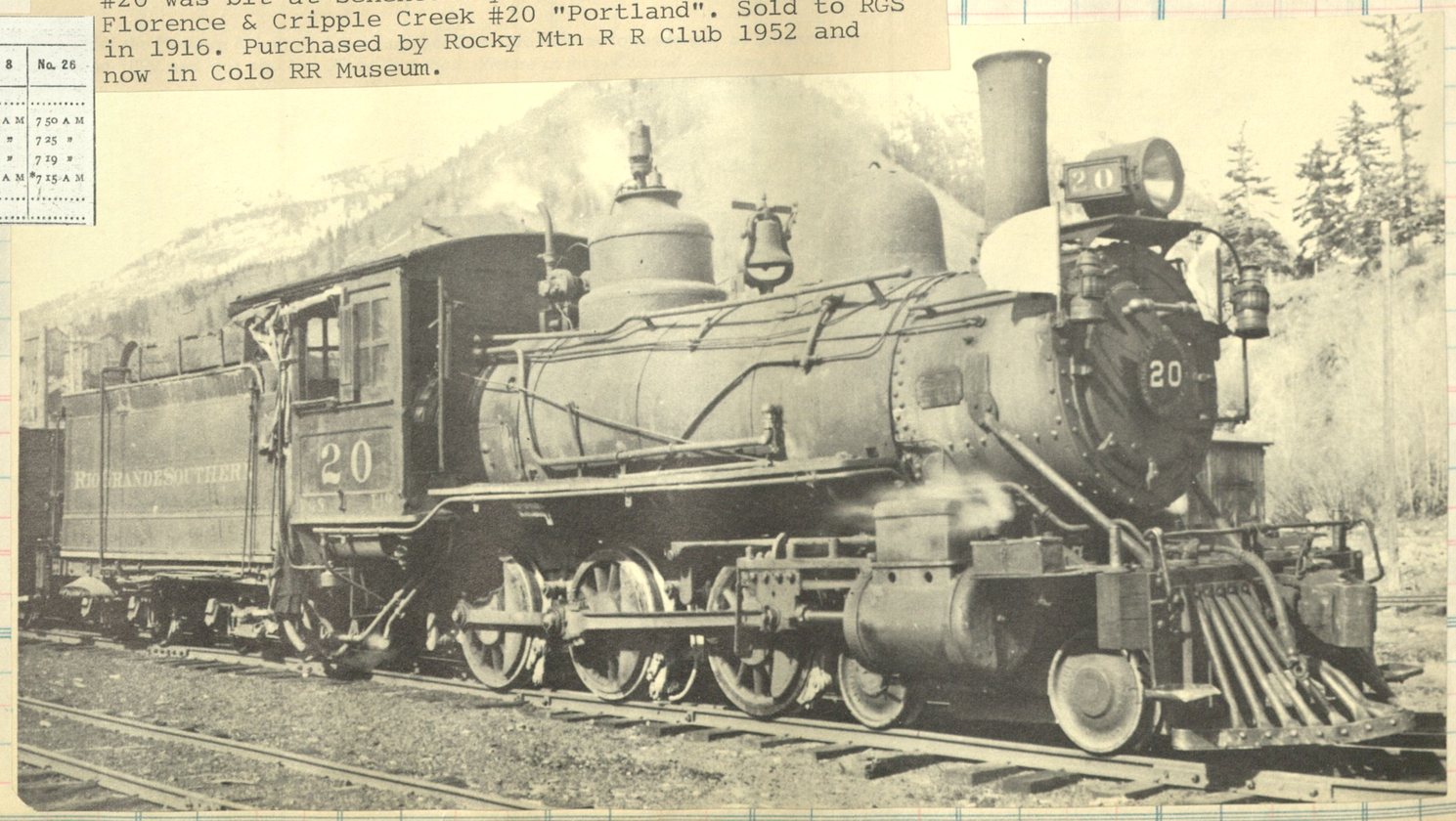
TELLURIDE BRANCH.

No. 7	No. 26	Mls.	*March* 28, 1920.	Mls.	No. 8	No. 26
			LEAVE] [ARRIVE			
*6 20 P M	*5 25 P M	37.8	....Vance Junc.....♁	9.6	8 15 A M	7 50 A M
6 40 "	5 50 "	41.7	.....Keystone.....	5.7	7 55 "	7 25 "
6 45 "	5 55 "	43.7	.....San Miguel.....	3.7	7 49 "	7 19 "
6 50 P M	6 00 P M	45.1	+.....Telluride ....♁	2.3	*7 45 A M	*7 15 A M
		47.4	..... Pandora	0		
			ARRIVE] [LEAVE			

Rio Grande Southern winds 162 miles between terminal towns barely 60 miles apart.



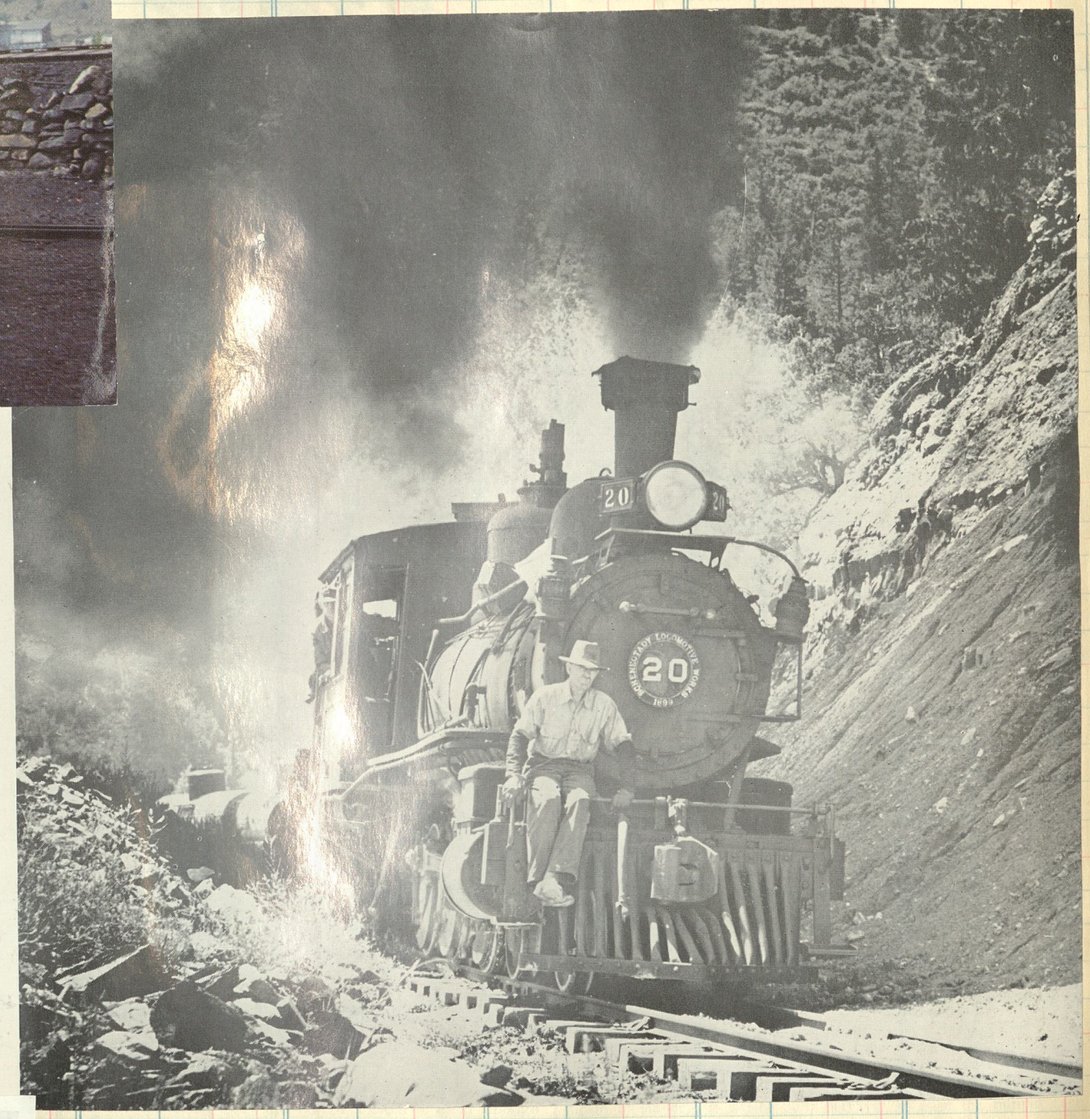
2-8-0 #42 with ten cars of logs near Rico. Blt at Baldwin 1887 c/n 8626 as D&RG #420, sold to RGS in 1916 noed 42. Now on static display Golden, Colo.



A Rocky Mountain veteran. Sturdy as a little burro, #20 was blt at Schenectady 1899 [c/n 5007] as the Florence & Cripple Creek #20 "Portland". Sold to RGS in 1916. Purchased by Rocky Mtn R R Club 1952 and now in Colo RR Museum.

Clas. No. | Sold | A | No. | ount

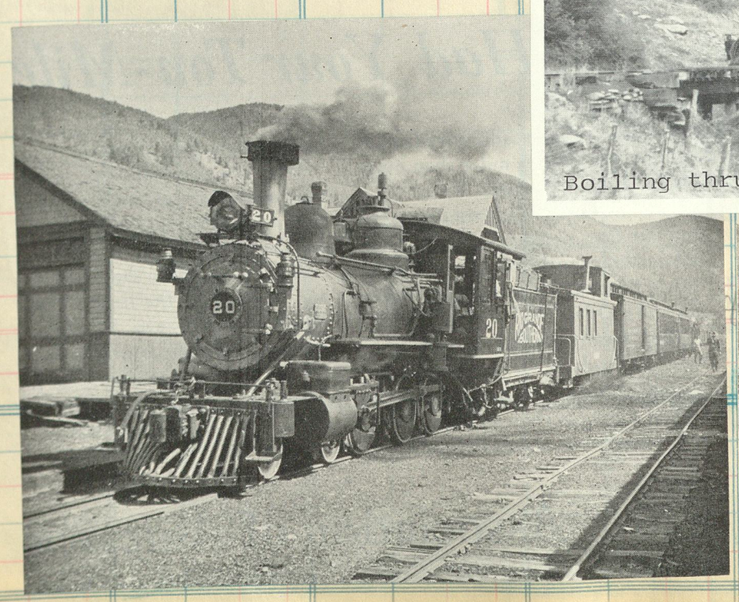
As she appears today at the
Colorado R R Museum

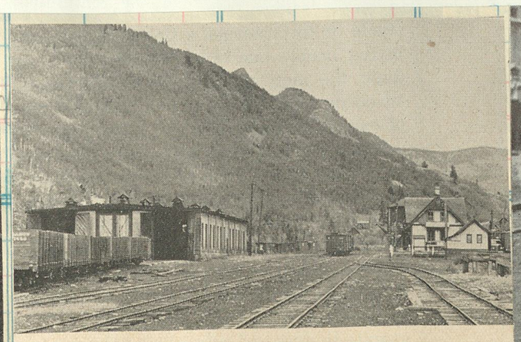


at Montelores siding Nov 1951

A brakeman rides the pilot of this Rio Grande Southern locomotive not to view the gorgeous scenery or to enjoy the clear mountain air, but to watch for rocks which may have fallen on the track. The train is bucking the tough grade toward the summit of Dallas Divide just east of Brown, Colo. The timber trestle is typical of Rio Grande Southern and so is the scenery. This is the plucky little road which has survived not only receivership but losses which would have made another road give up years ago. Aggressive management and ideas like the homemade Galloping Geese motor cars for passenger, mail and express traffic have kept the trains running. By William Moedinger Jr.

Boiling thru Hesperus with four cars of coal

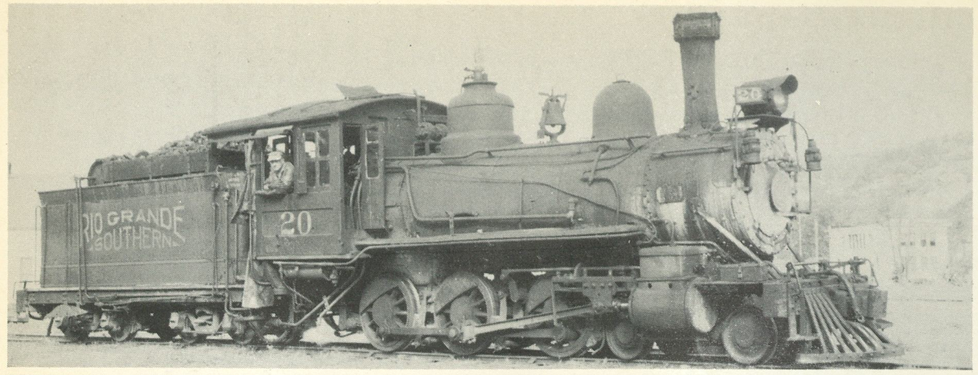


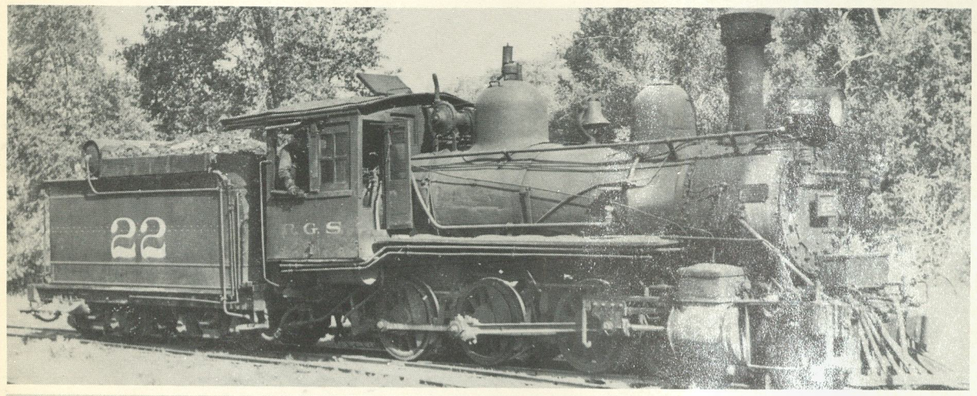


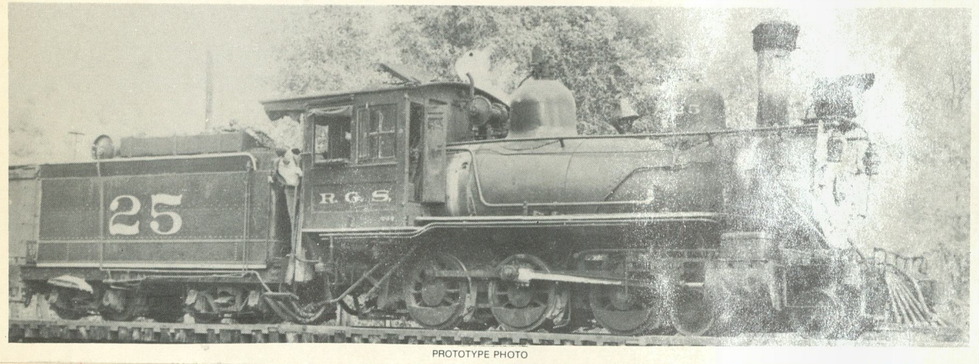
Rico, division point and mining town.

With some of her faithful
at Dolores

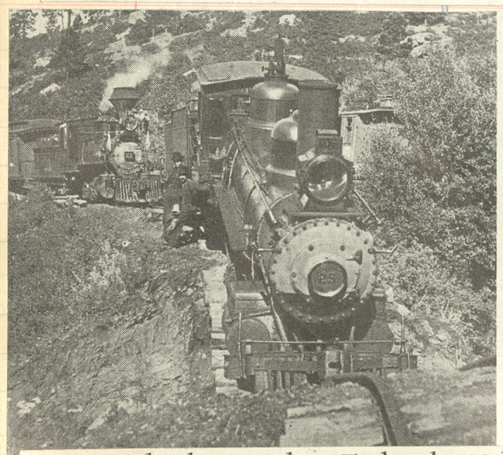
THE PRIDE OF THE "RIO GRANDE SOUTHERN"

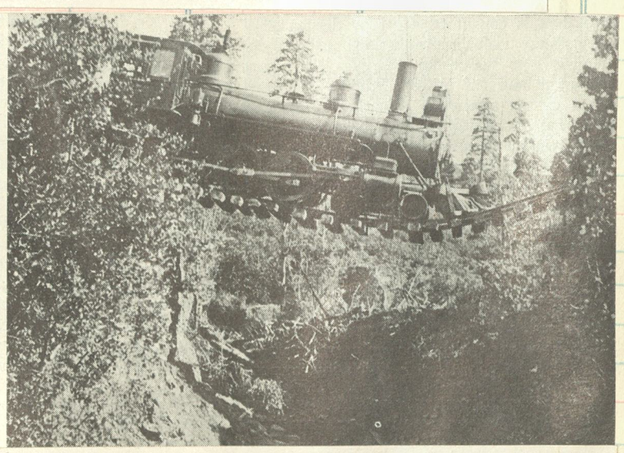






PROTOTYPE PHOTO





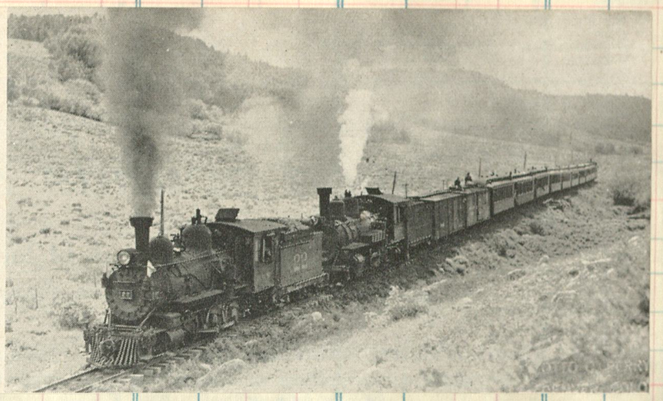
This happened on Friday the 13th.

A washout suspended this engine back in 1909, Friday, August 13, to be exact. The whole affair ended without damage to men or equipment. A culvert carrying the waters of Starvation Gulch under the RGS tracks became clogged, the water piled up, and out went the fill. No. 25 came around the curve right on the advertised with the morning passenger train. Too late to stop in time, the locomotive rolled right out on the suspended track and was later pulled back to terra firma by a spare engine from Rico and a long rope. The fireman jumped; the engineer rode the engine out into space and calmly walked back over the top of the tender to call help. The only inconvenience was the delay to trains while the gulch was filled.

"Stock Rush II" LEASED K-27 464 AND RGS 40 AT OPHIR HIGH BRIDGE. AUTUMN, 1939

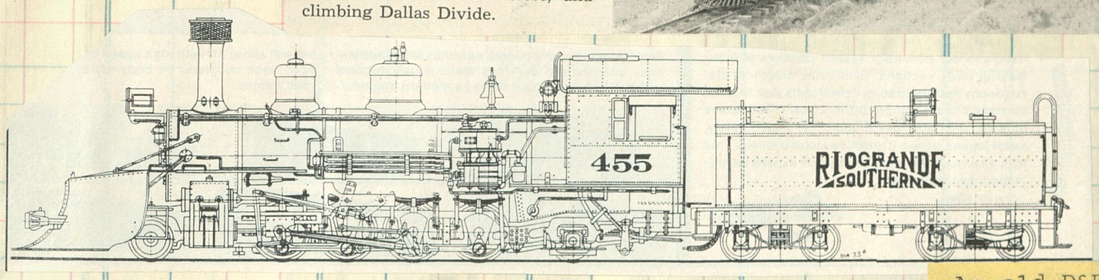
#22 4-6-0, Baldwin 1882 c/n 5954 as D&RG #158, to RGW #20, then RGS #22 in 1892.

#25 blt by Rome (NYLW) c/n 90 in 1884. Was Denver Circle #7, then RGW #31 to RGS #25 1891



Passenger train, 1940.

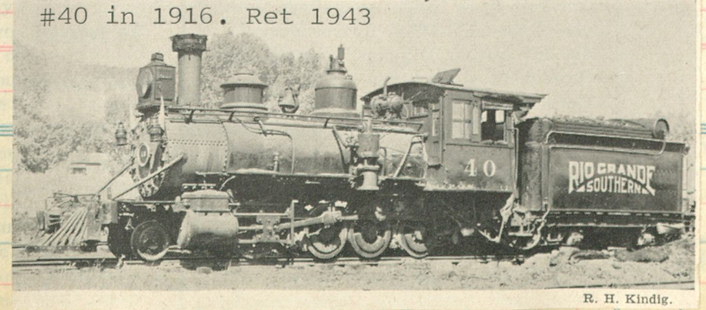
But this time it isn't normal business. Nine loaded coaches would be good business for any road. In this case it means a C. C. C. special, with a rented D&RGW locomotive, RGS helper engine, a couple of box cars for baggage and supplies, coaches rented from D&RGW, and a caboose adorning the rear. The trainload is bound for Montrose, and climbing Dallas Divide.



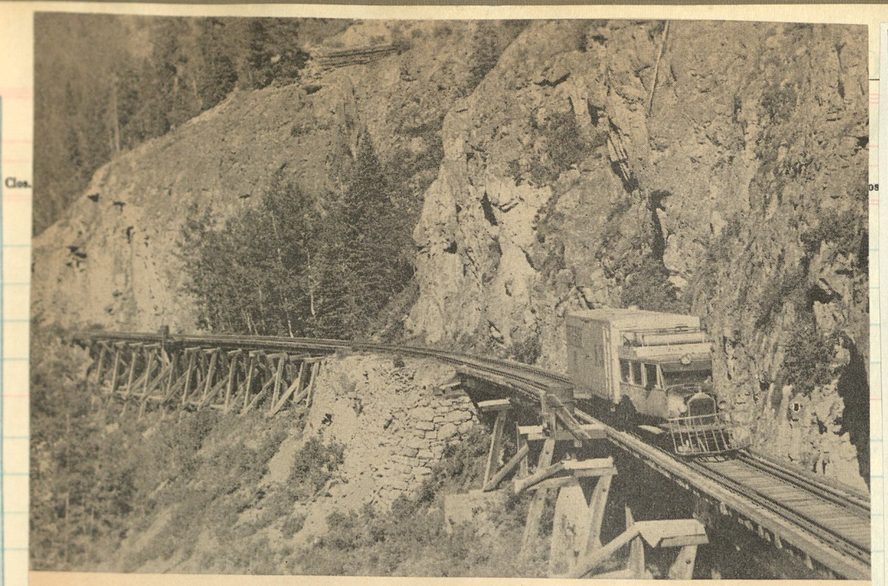
An old D&RGW "Mud Hen" 455. Blt by Baldwin in 1903 c/n 21832. To RGS in 1943

Telluride

Blt By Baldwin 1881 c/n 5756 as D&RG 411, "Quartz Creek" renoed 802, 2nd 402, to RGS #40 in 1916. Ret 1943

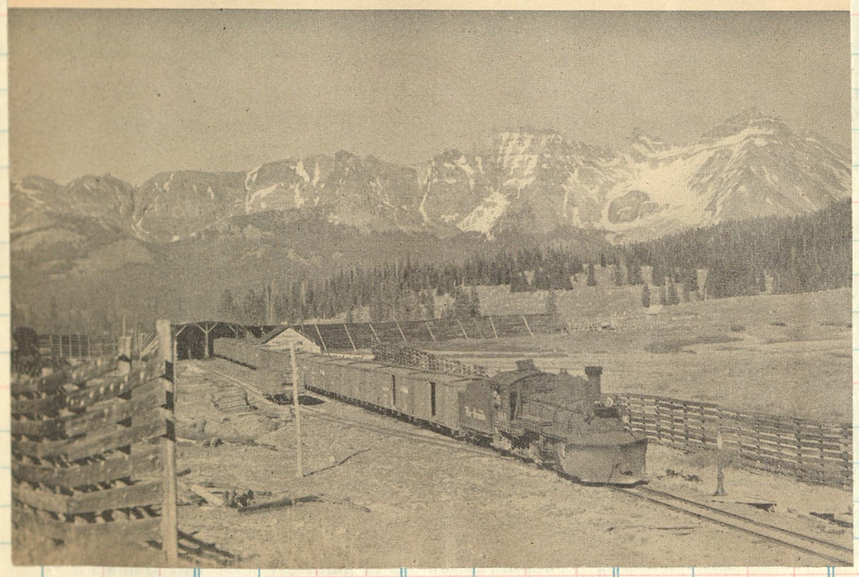


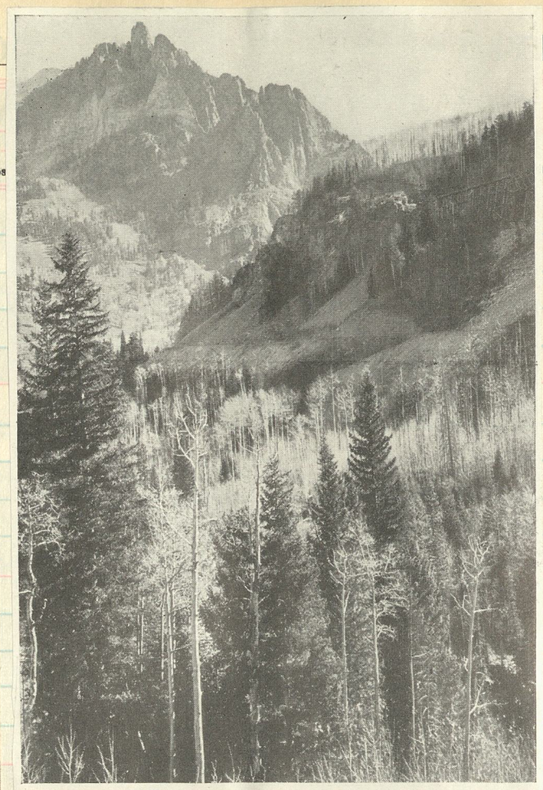
R. H. Kindig.



Vigil at Ophir on Lizard Head

Four pictures by Otto Perry, Denver, Colo.



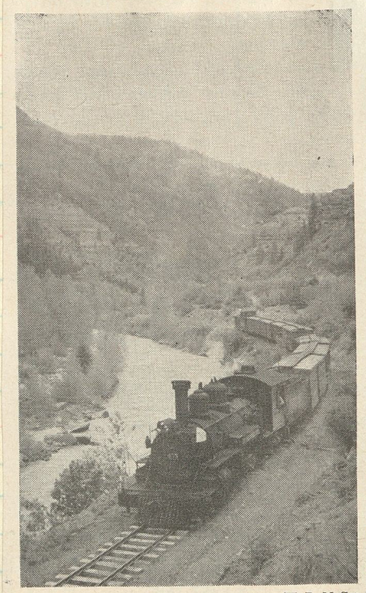


The Ophir Loop on the Rio Grande Southern

Ophir, Colo.

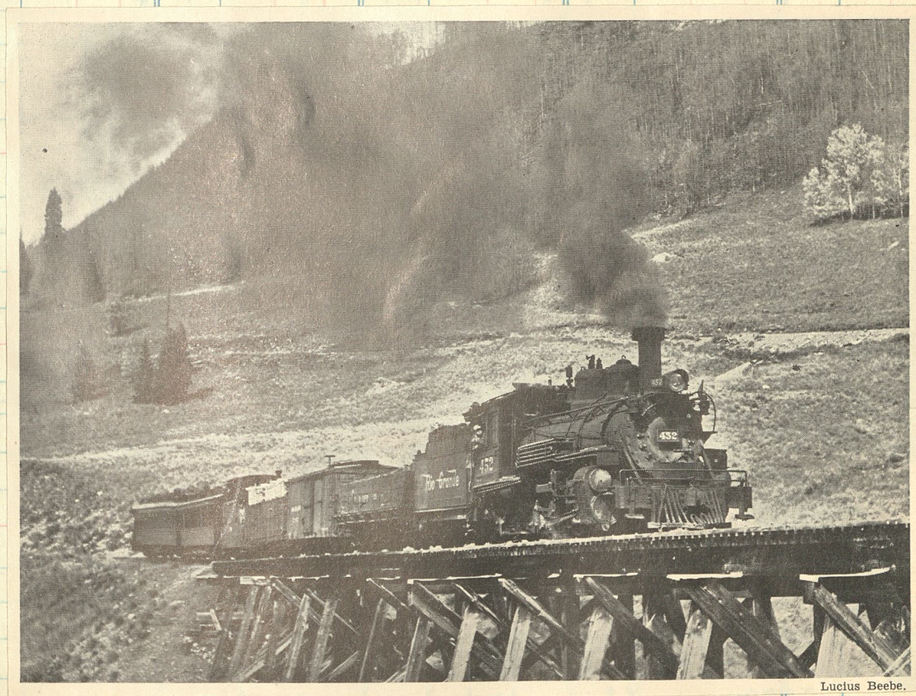
"And they brought gold from Ophir, brought in from Ophir great plenty of almug tree, and precious stones."

—*Kings* 1, *Chap.* 10, *Verse* 11.



W. R. McGee

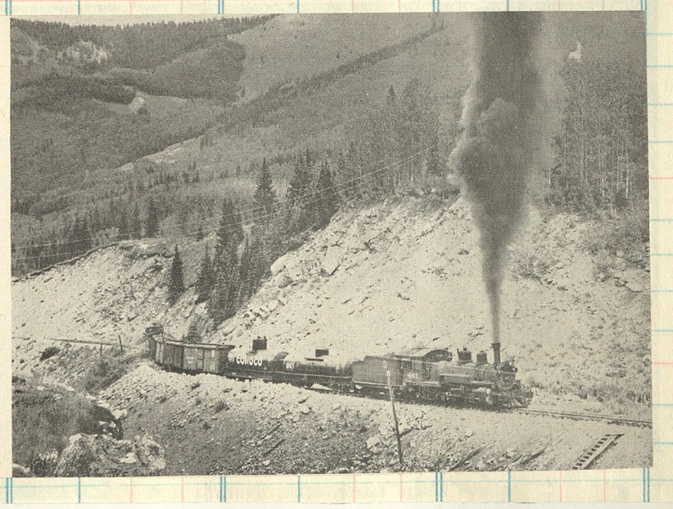
RIO GRANDE SOUTHERN ENGINE 455
NEAR PLACERVILLE, COLO.



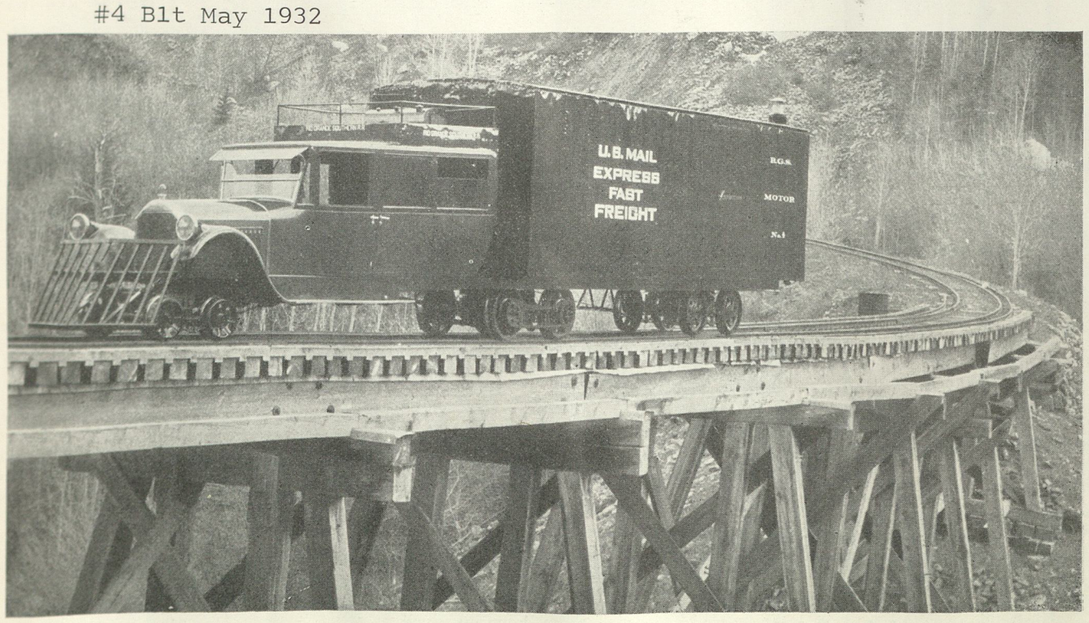
Lucius Beebe.

Just like Casey Jr.

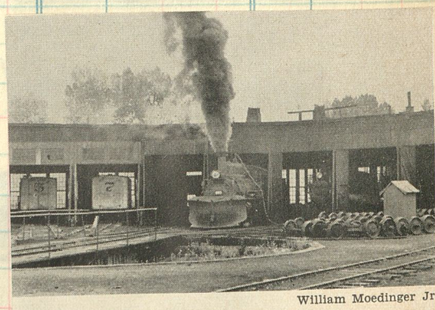
Like the contortions of some Disneyish animation are the wrigglings of a Rio Grande Southern freight crawling over the corrugations of the San Miguel Mountains. The upper photo is of a middle division train attacking the grades between Ophir and Trout Lake, and the lower photo shows the same train at Trout Lake, a beauty spot nestling beneath the snow-covered peaks of the range. This picture was taken in August, and the snow on the mountainsides in Summer speaks for the road's Winter difficulties.



#4 Blt May 1932



Type of Unit That Has Aided in the Recovery of the R. G. S.



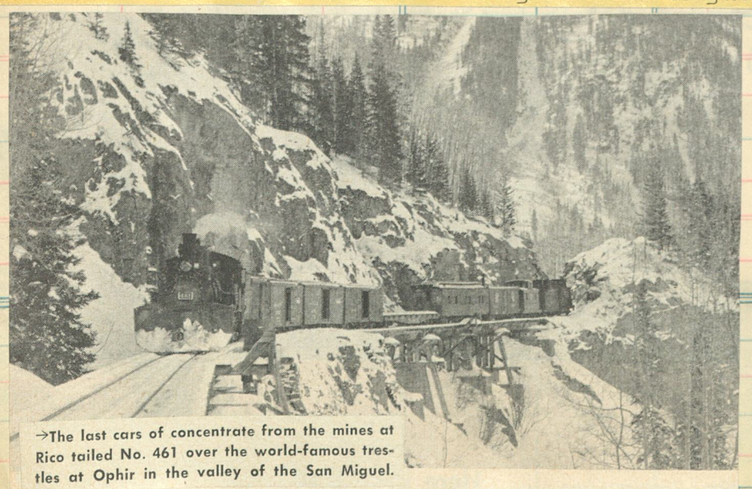
William Moedinger Jr

Roundhouse and shops of the Rio Grande Southern at its northern terminus, Ridgway, with rented D&RGW Mikado No. 463 steaming up and a couple of "*Galloping Geese*" visible in roundhouse stalls

8/24-49
Ridgway

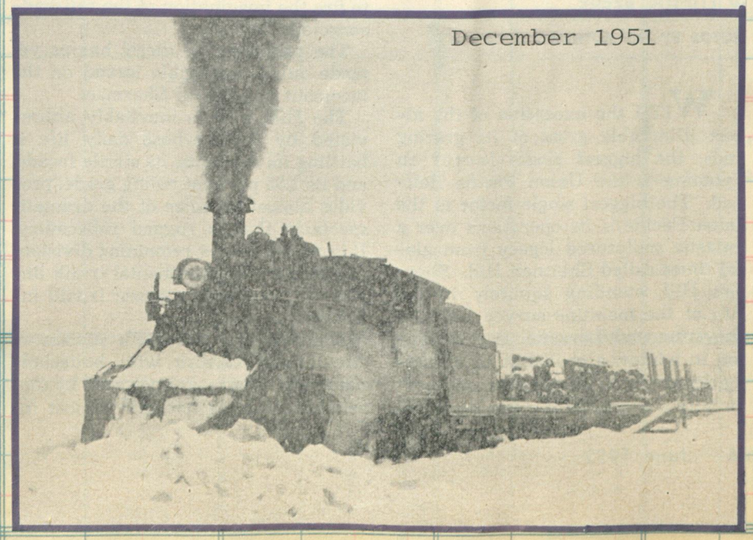
When the Rocky Mountain Railroad Club — one of the most aggressive rail enthusiast groups in the nation — scheduled an excursion over the Rio Grande Southern in late May, 1949, it specifically requested that No. 74 be assigned to the special train. Management, though fearful that the 2-8-0 might not make the grades, reluctantly agreed, making this photo possible. Here No. 74 stands with the special at Pandora Basin.

#74 shows members of the Rocky Mtn R R Club the kind of stuff little engines are made of as she wheels them out of Telluride along the San Miguel.



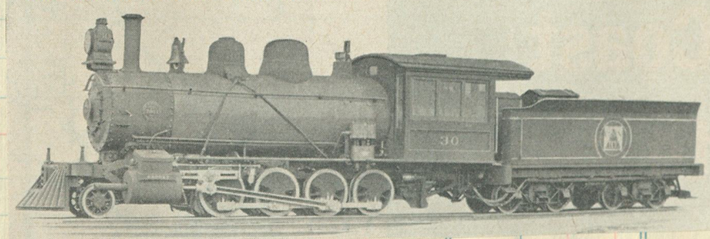
→The last cars of concentrate from the mines at Rico tailed No. 461 over the world-famous trestles at Ophir in the valley of the San Miguel.

↘A blizzard, piling up 12 to 16 inches of snow, forced this final train with No. 464 to set out tonnage before reaching Durango. Photographer Richardson was the only nonrailroader to witness the windup of the RGS. Between photos he frequently assisted snow-removal efforts of crew.

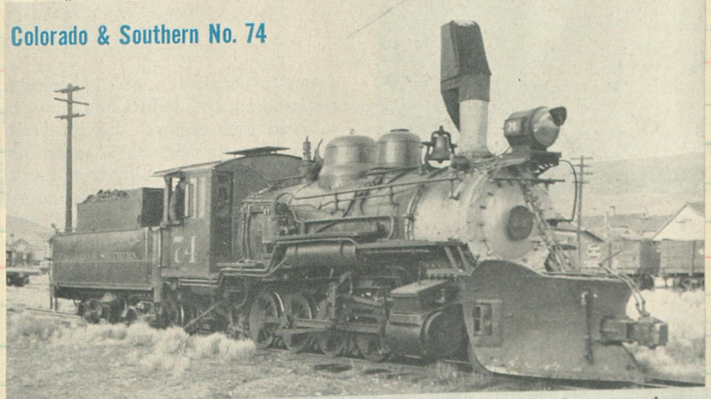


December 1951

Colorado & North Western No. 30



Colorado & Southern No. 74



This old girl did her share in moving the mineral wealth of the Centennial State. Erected by Brooks in 1898 (c/n 2951) as Colorado & NorthWestern #30. In 1907 she became the Denver, Boulder & Western #30. Sold to Morse Bros of Denver in 1919 then in 1921 went to the Colorado & Southern and noed #74. Went back again to Morse Bros in 1943. Bought by RGS in Nov. 1948 to finish out her active career in 1951. Taken back to her orginal terminal at Boulder in 1952 and now on static display.

Duluth, Missabe & Iron Range

NYCS
A P A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

HERE
...o Make
...short Sheet

164

Duluth & Iron Range

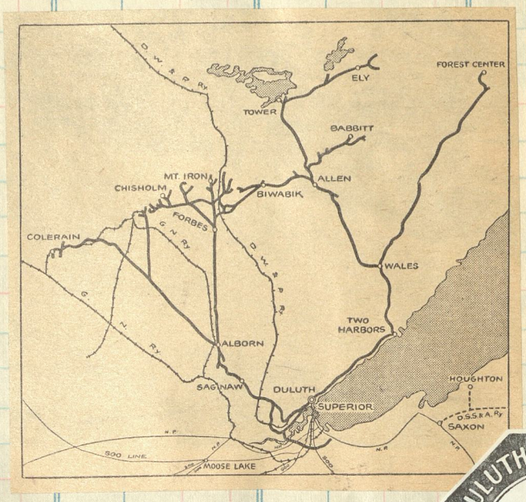
DULUTH, MISSABE
&
NORTHERN RAILROAD

Brooks 1919
506-515
c/n 60076

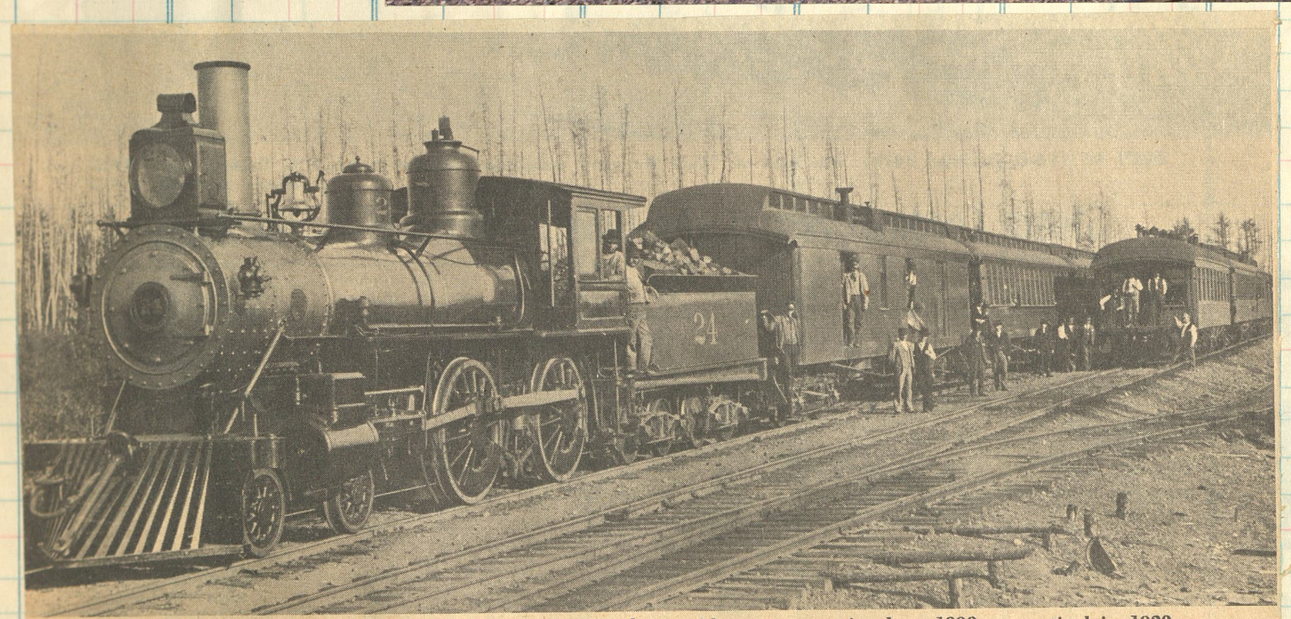
The road was originally planned to head straight north from Duluth to Soudan in the Vermilion Range. It was built by the Minnesota Iron Co. in 1884 from Two Harbors to Tower. The Duluth-Two Harbors connection was built in 1887. When merged with the Duluth, Missabe & Northern in 1938 to form the present Duluth, Missabe & Iron Range, the road had more second track and siding mileage than main line: out of 517 miles operated, only 257 miles was mainline track.

DULUTH MISSABE & IRON RANGE

Sold	Amount	Clos. No.	Sold	Amount

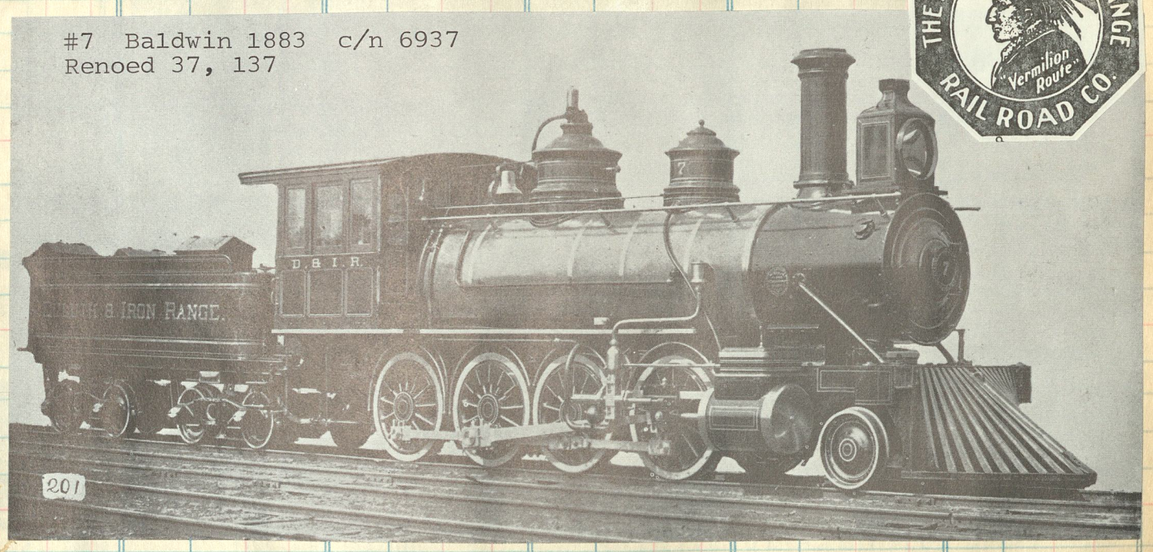


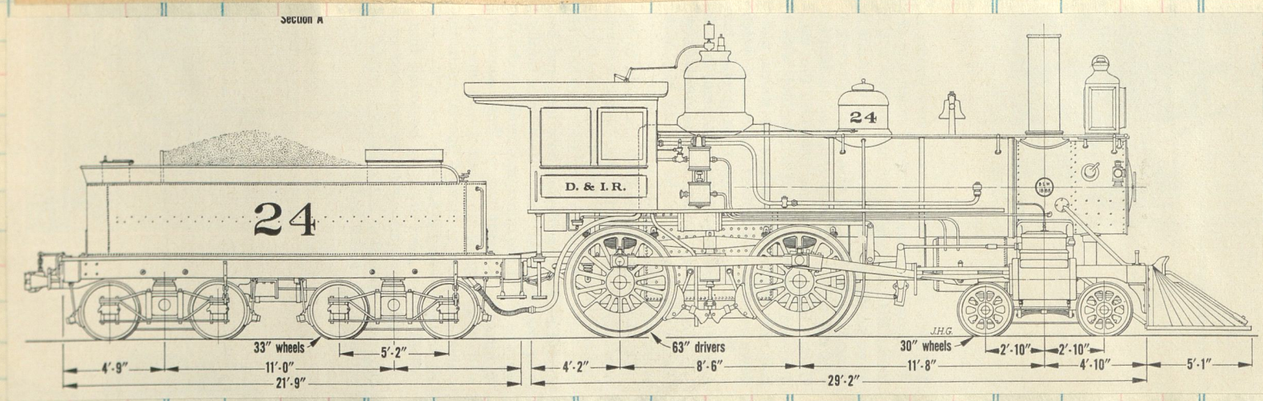
THE DULUTH AND IRON RANGE RAIL ROAD CO.
"Vermilion Route"

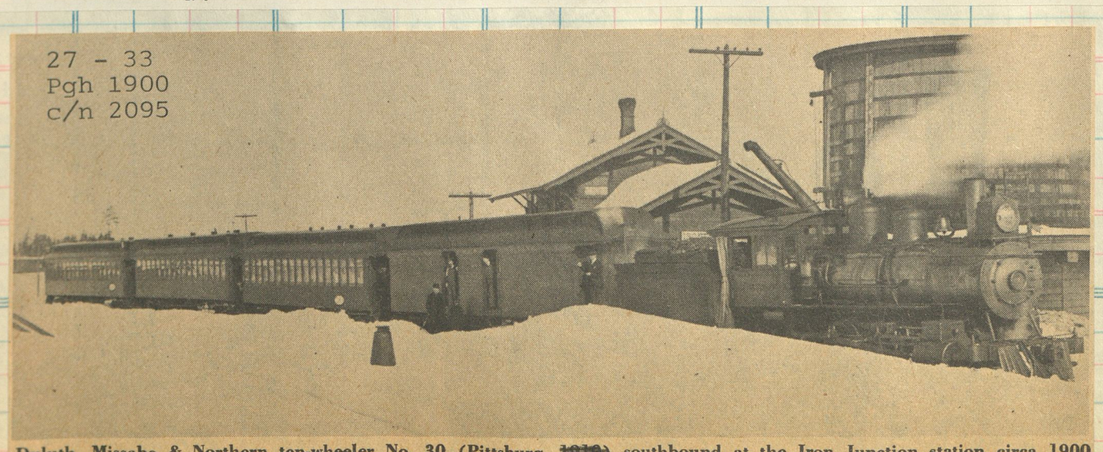


Duluth & Iron Range engine 24 (4-4-0, Baldwin, 1888), shown with passenger train about 1890, was retired in 1920.

#7 Baldwin 1883 c/n 6937
Renoed 37, 137



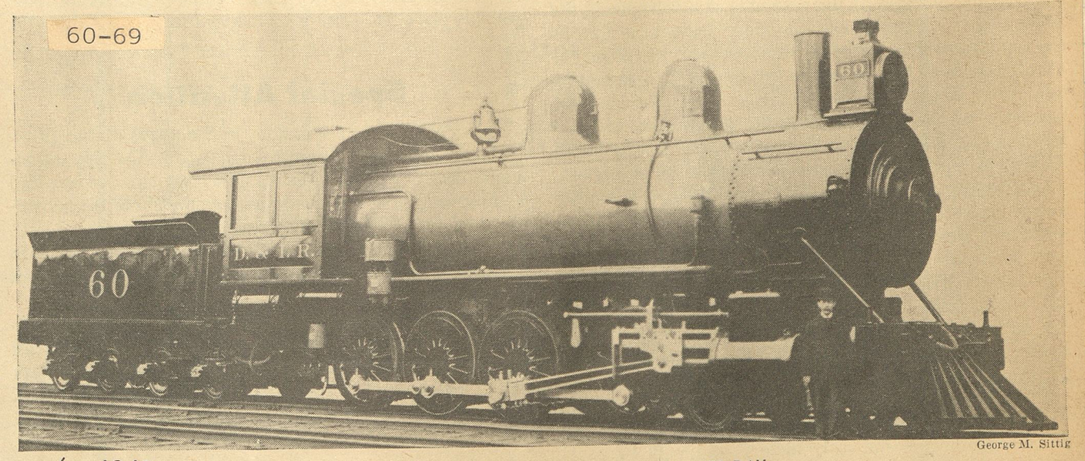




27 - 33
Pgh 1900
c/n 2095

Duluth, Missabe & Northern ten-wheeler No. 30 (Pittsburg, ~~1218~~) southbound at the Iron Junction station circa 1900.

60-69

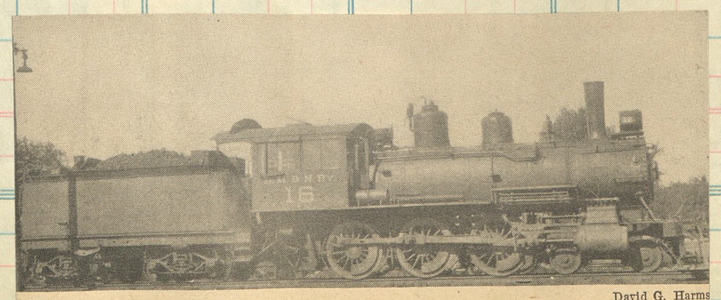


George M. Sittig

c/n 4041

LOCOMOTIVE WAS CONSIDERED A GIANT IN ITS DAY

No. 60 of the Duluth & Iron Range was built in 1893 by the Schenectady Works of the American Locomotive Co., and is considered an early example of the 12-wheel type. Cylinders, 22 by 26 inches; drivers, 54 inches; weight of engine, 85 tons.

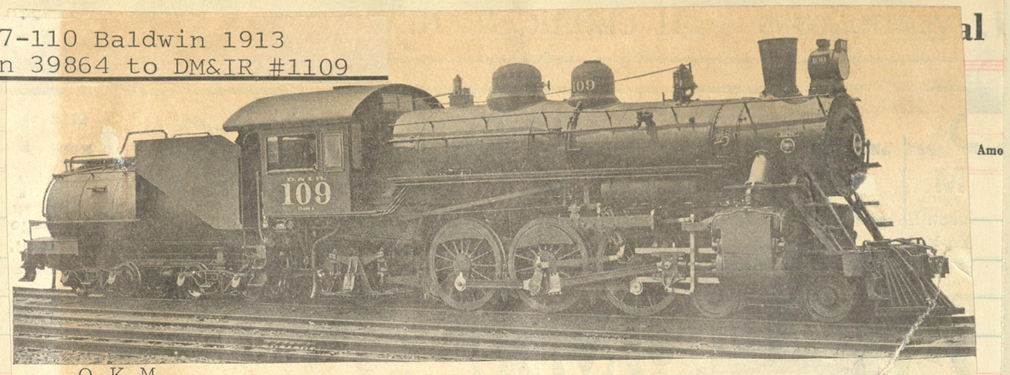


David G. Harms

LOCOMOTIVE 16 OF THE DULUTH, MISSABE & NORTHERN AT VIRGINIA, MINN.

15-18 Pittsburg 1893 c/n 1463

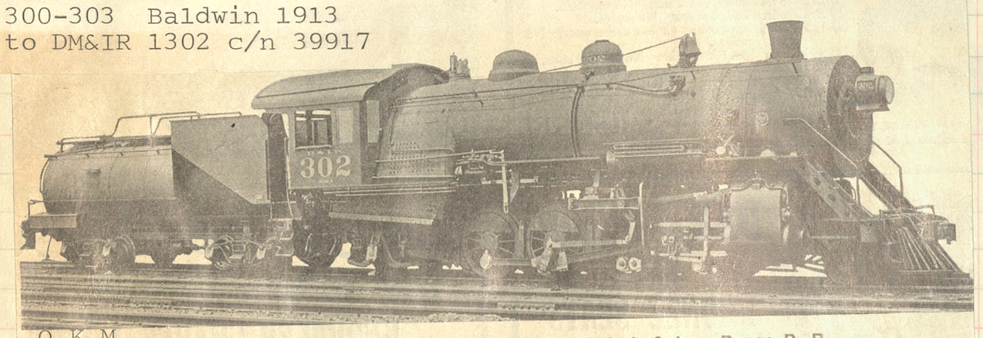
107-110 Baldwin 1913
c/n 39864 to DM&IR #1109



O K M

Pacific type Locomotive for Passenger Service, Duluth & Iron Range R. R.

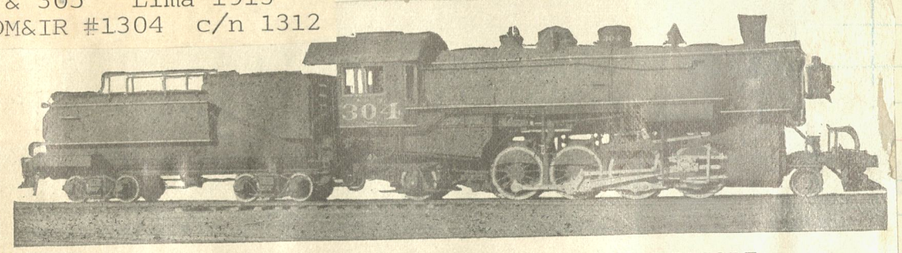
300-303 Baldwin 1913
to DM&IR 1302 c/n 39917



O K M

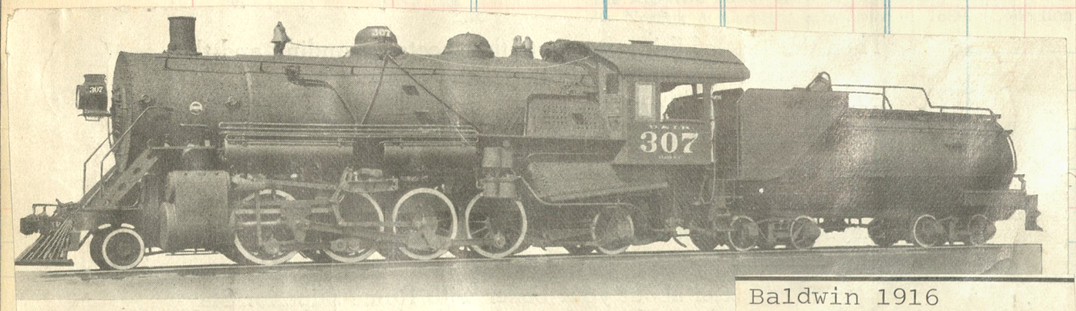
Mikado type Locomotive for Freight Service, Duluth & Iron Range R. R.

304 & 305 Lima 1913
to DM&IR #1304 c/n 1312



O K M DULUTH AND IRON RANGE 56,200 lb. TRACTIVE EFFORT

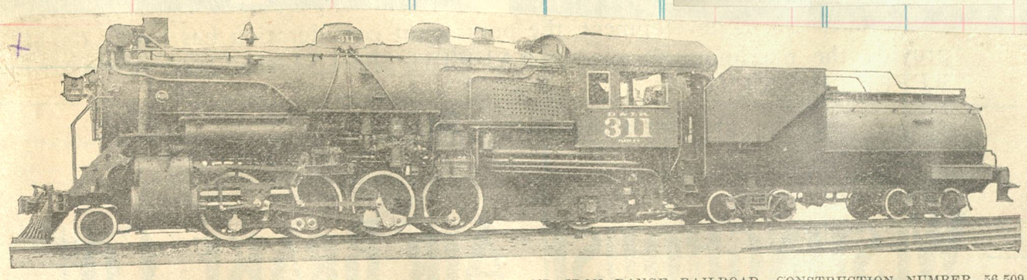
B. R. Moore, Superintendent Motive Power — Lima Locomotive Corporation Builders



O K M

Mikado Type Locomotive, Duluth & Iron Range

Baldwin 1916
306-308 (DM&RI 1307)
c/n 43304



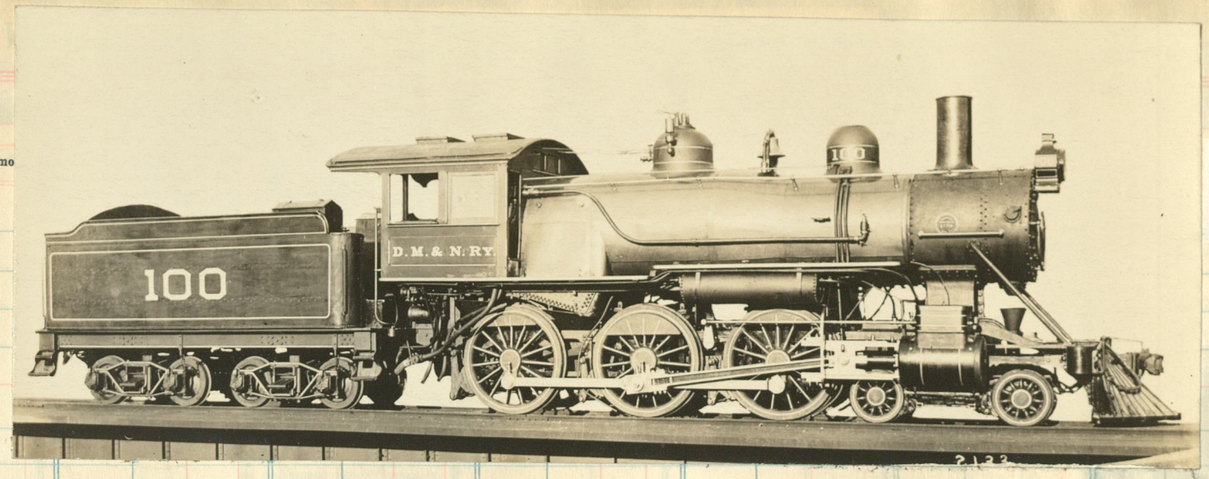
MIKADO TYPE LOCOMOTIVE BUILT IN 1923 FOR THE DULUTH AND IRON RANGE RAILROAD, CONSTRUCTION NUMBER 56,509.

Cylinders, 27" x 30"
Driving wheels, diameter, 58"
Weight, engine, 321,410 lb.
Weight, engine and tender, 503,000 lb.
Tractive force, 59,400 lb.

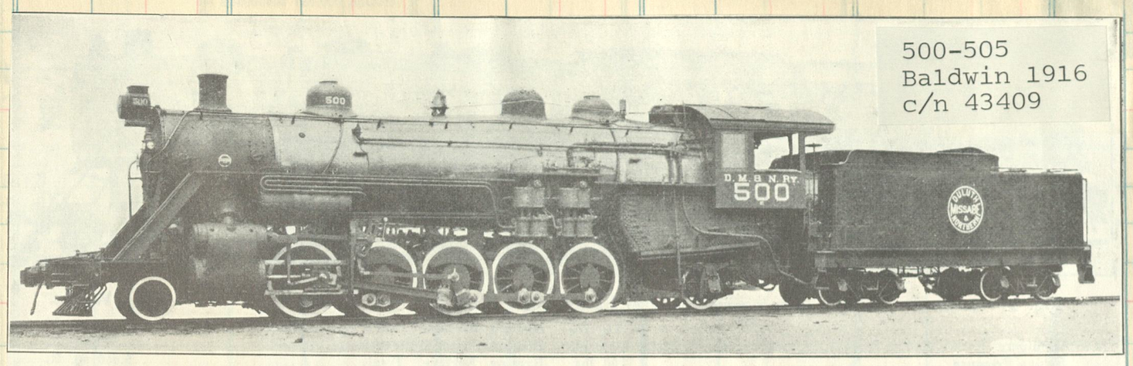
OKM

309-311
Baldwin 1923
to DM&IR 1311
c/n 56509

Last Eng for D&IR

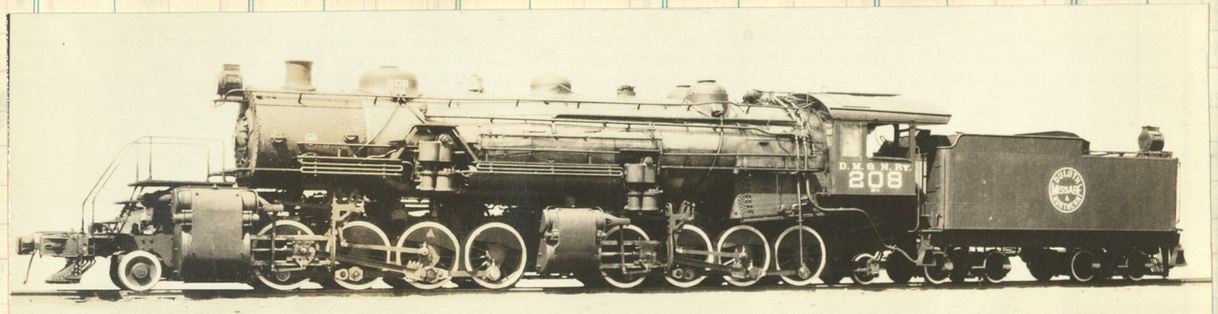


100 & 101
Baldwin 1906
c/n 27719

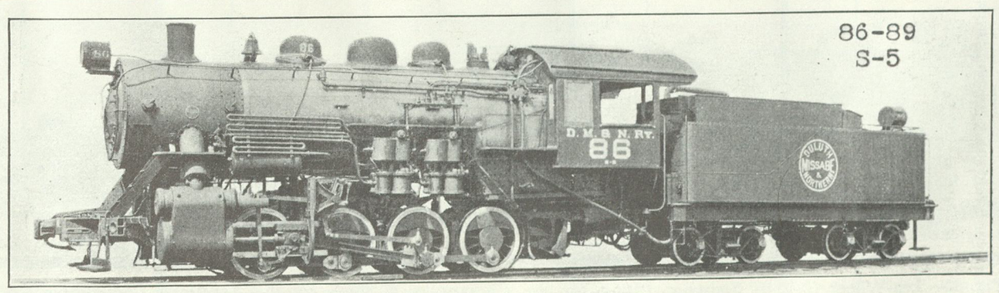


500-505
Baldwin 1916
c/n 43409

Fig. 97—Santa Fe (2-10-2) Locomotive for Freight Service. Built for Duluth, Missabe & Northern by the Baldwin Locomotive Works.



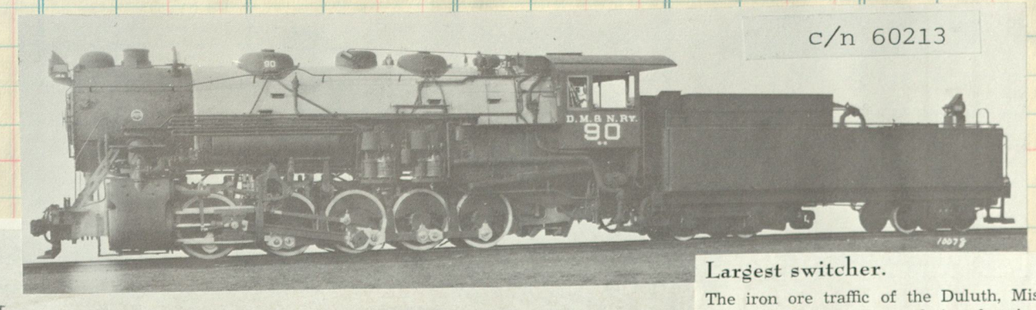
208-209
Baldwin
1916



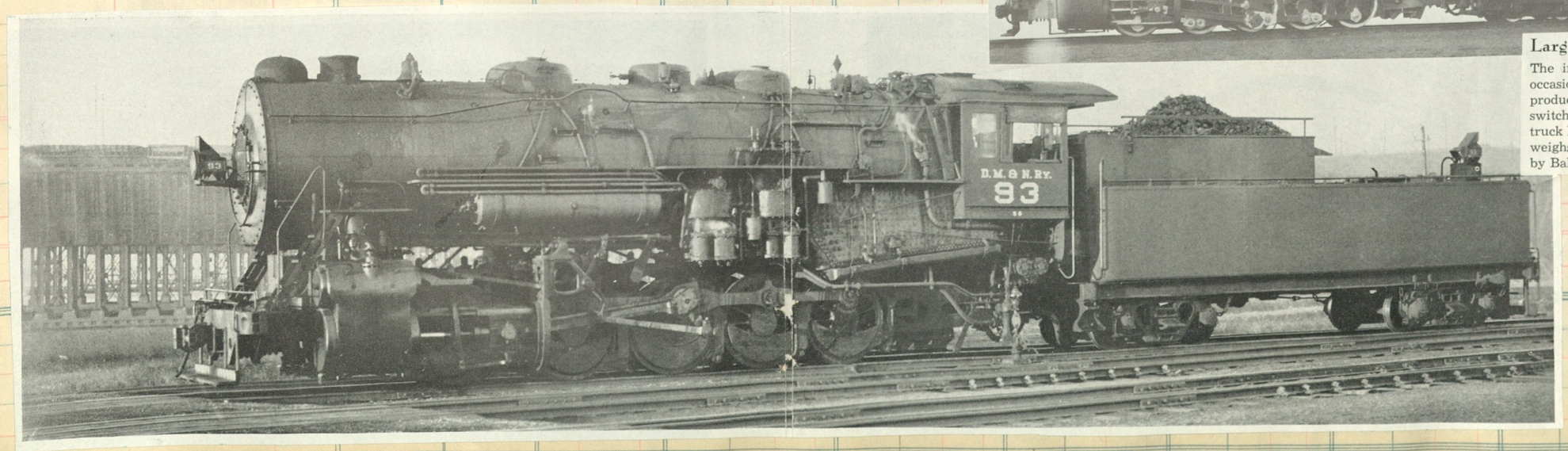
86-89
S-5

Fig. 19—Eight-Wheel (0-8-0) Locomotive for Switching Service. Built for Duluth, Missabe & Northern by the Baldwin Locomotive Works. 1917 CN 45704

Gage	4 ft. 8½ in.	Heating Surface, Tubes	2,487 sq. ft.
Cylinders	24 in. x 28 in.	Heating Surface, Firebox	203 sq. ft.
Steam Pressure	185 lbs.	Heating Surface, Total	2,690 sq. ft.
Diam. of Drivers	51 in.	Heating Surface, Superheater	621 sq. ft.
Tractive Effort	49,700 lbs.	Grate Area	48.2 sq. ft.
Rigid Wheel Base	15 ft.	Weight on Drivers	216,000 lbs.
Total Wheel Base	15 ft.	Fuel	Soft coal



c/n 60213



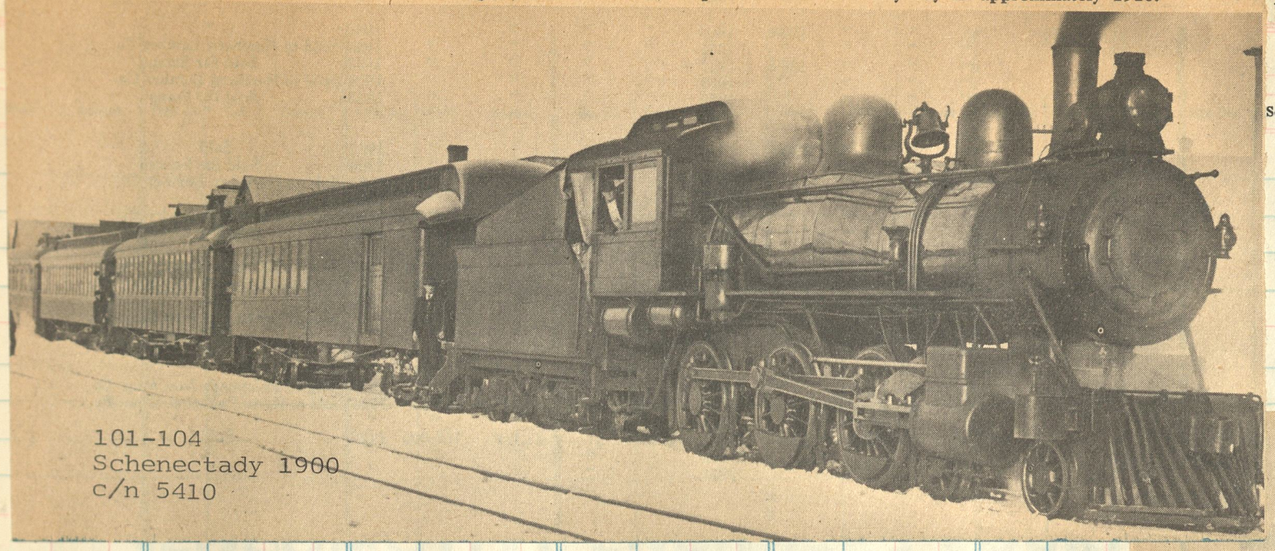
Largest switcher.

The iron ore traffic of the Duluth, Missabe & Iron Range is th occasion of many a superlative: heaviest trains, nearest to single product classification of traffic, and world's heaviest standard steam switching locomotive. There may be heavier articulated or extra truck locomotives used in switching service, but here's an 0-10-0 whic weighs 352,252 pounds and exerts tractive effort of 86,000 pounds. Bui by Baldwin Locomotive Works in 1928, the series is numbered 90 to 9

Cias. No.

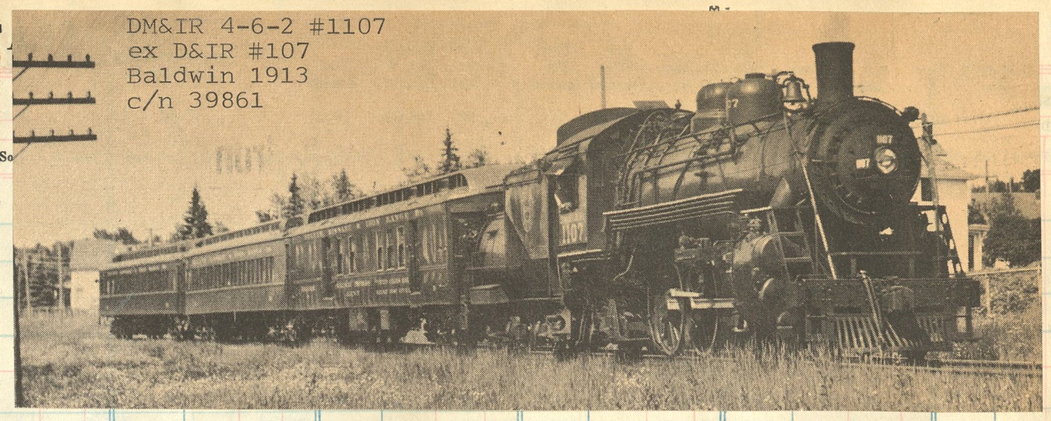
Amount

D&IR ten-wheeler No. 103 (Schenectady, [illegible], renumbered 1103) stops at Edison on windy day in approximately 1910.

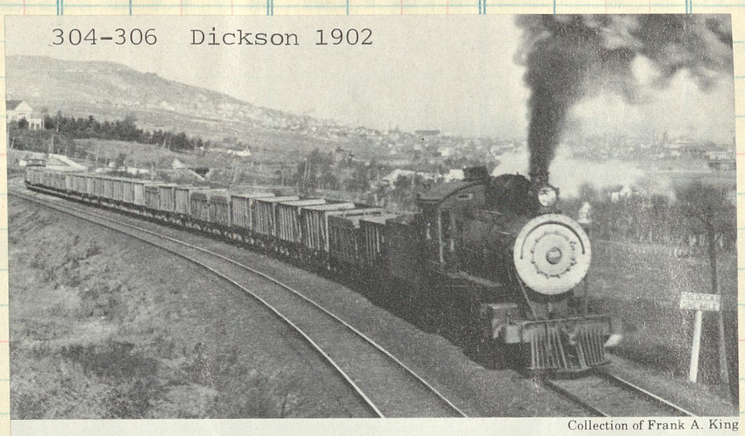


101-104
Schenectady 1900
c/n 5410

DM&IR 4-6-2 #1107
ex D&IR #107
Baldwin 1913
c/n 39861

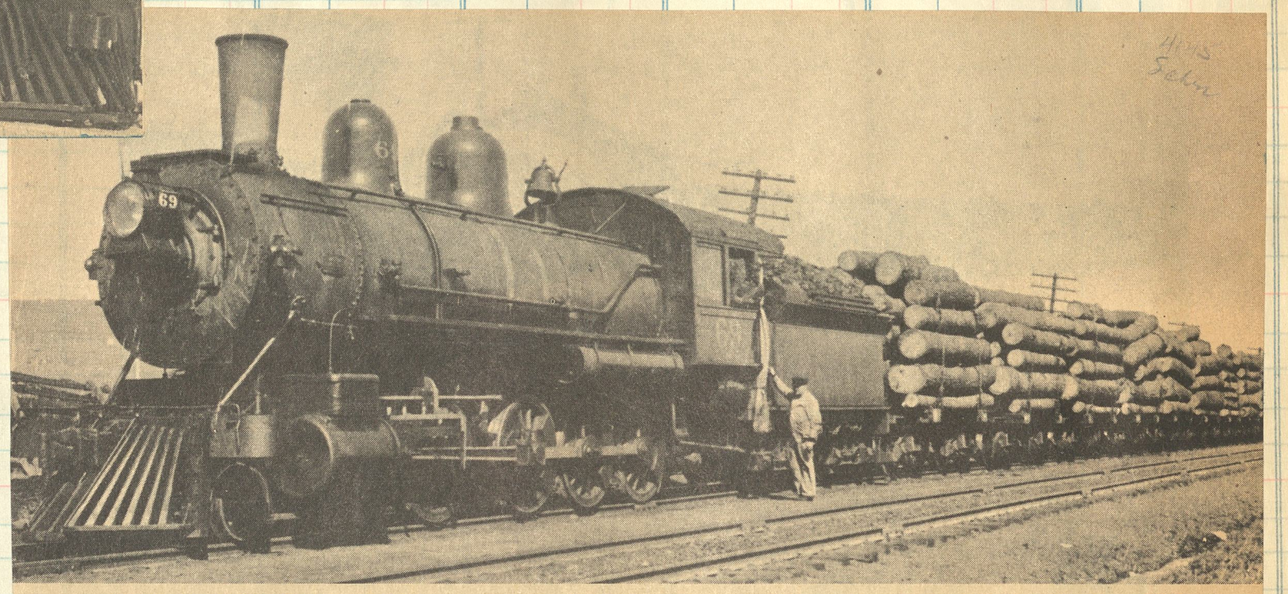


304-306 Dickson 1902



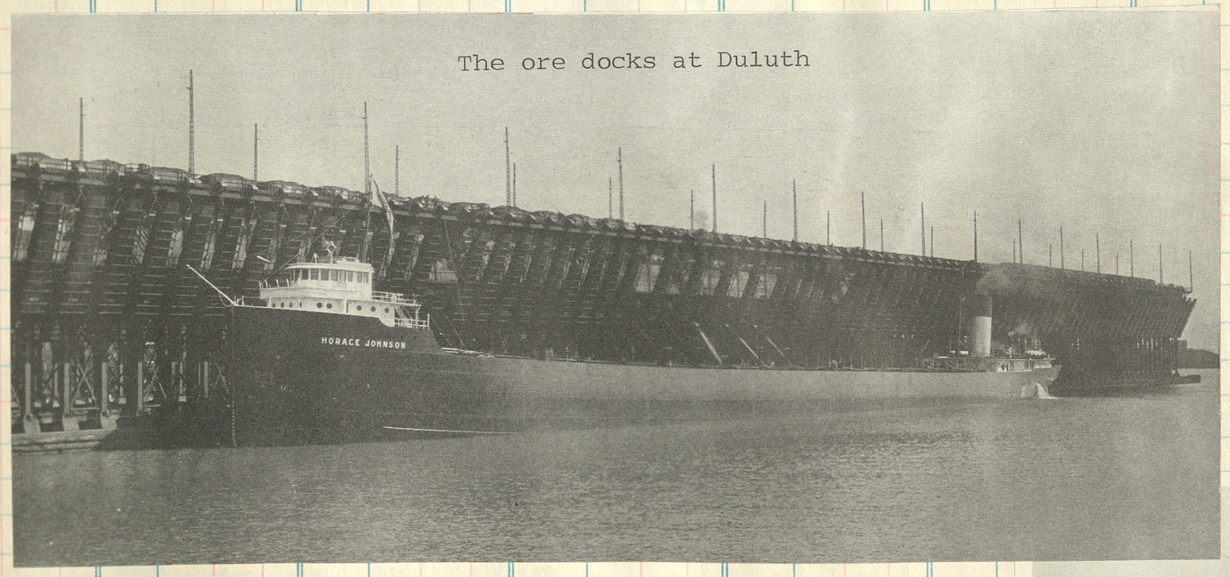
Collection of Frank A. King

AGAIN, the difference Mallets made: In 1904, Consolidation 305 (above) struggles up Proctor Hill with 28 ore empties, a mix of wooden and steel cars.



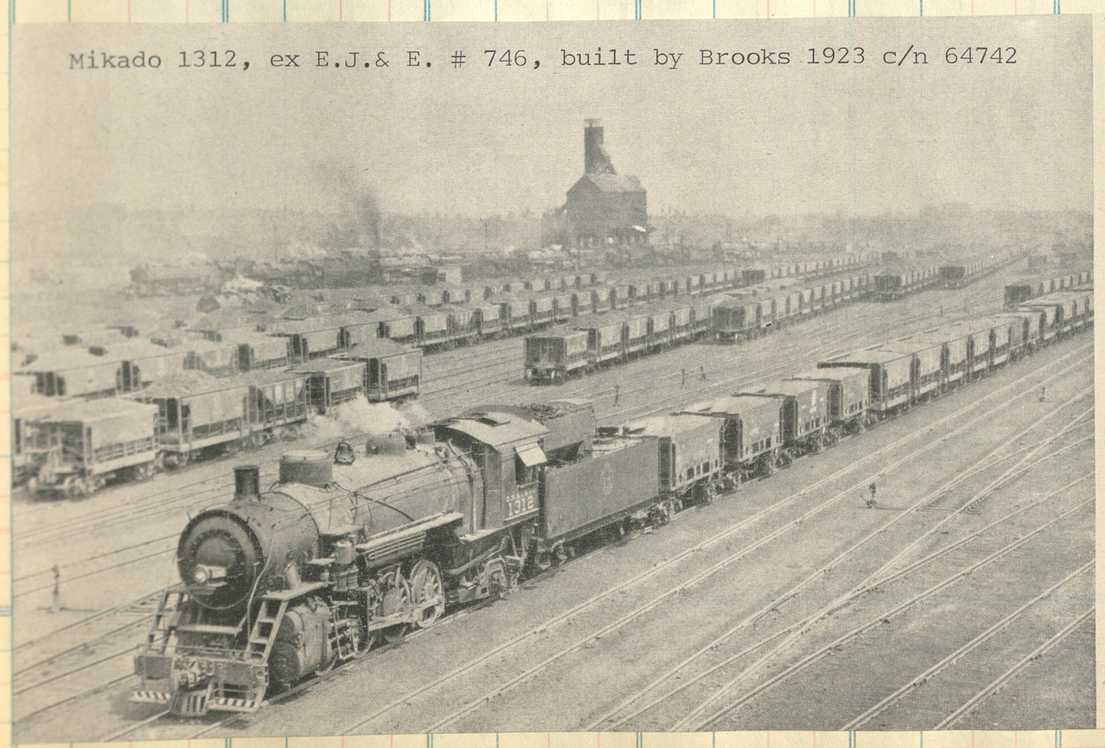
D&IR 69 (4-8-0, [illegible], 1893) with load of "Paul Bunyan's toothpicks" at Alger-Smith Mill, Detroit, about 1915.

The ore docks at Duluth



In 1919 Brooks delivered six 2-10-2's
noed 506-511. The 510 had c/n 60079

Mikado 1312, ex E.J.& E. # 746, built by Brooks 1923 c/n 64742



Ore country around Proctor, Minn., keeps DM&IR No. 1312 busy. By Henry McCord.

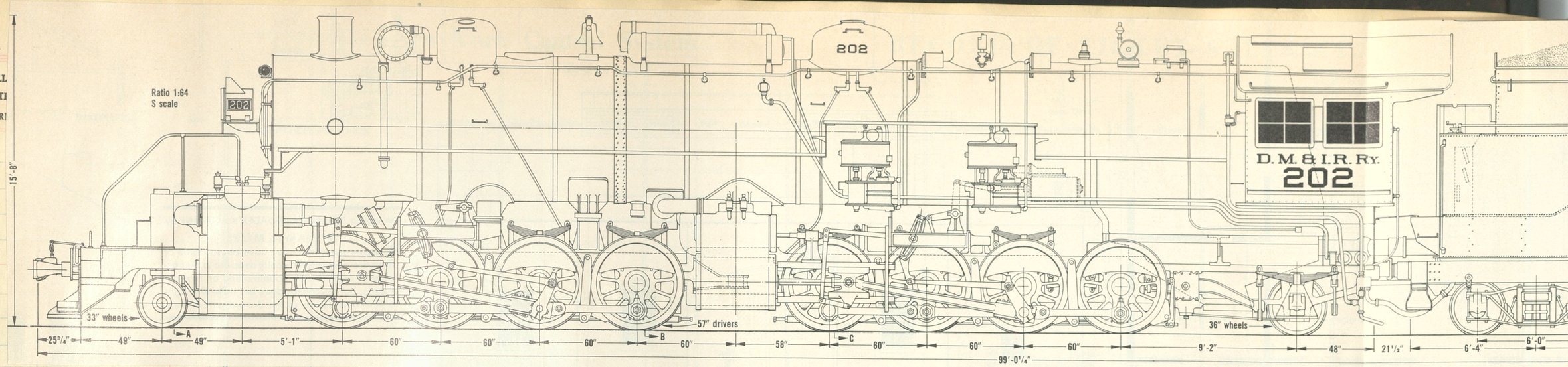
Photograph by Ewing Galloway

MORE THAN 400 CARS LOADED WITH POTENTIAL IRON AND STEEL PRODUCTS PAUSE AT PROCTOR

Minnesota is the largest iron-ore producing region in the world. Much of the mineral passes through these yards and the port of Duluth (see page 309). The Mesabi Range, one of the State's chief sources of ore, is less than three hours "by ore car" from here.

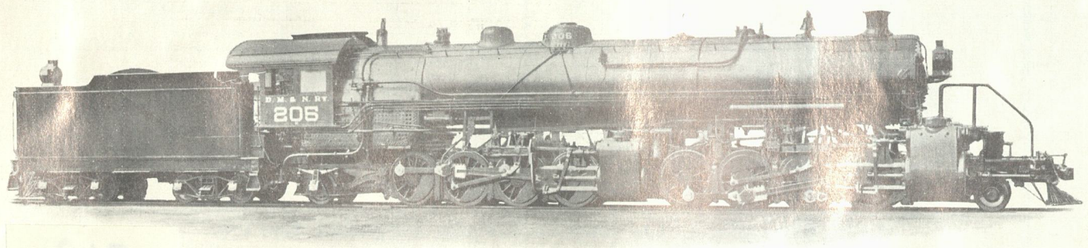
167

SELL
DATI
FOR



200-207 Baldwin 1910
208-209 Baldwin 1916
210-211 Baldwin 1917

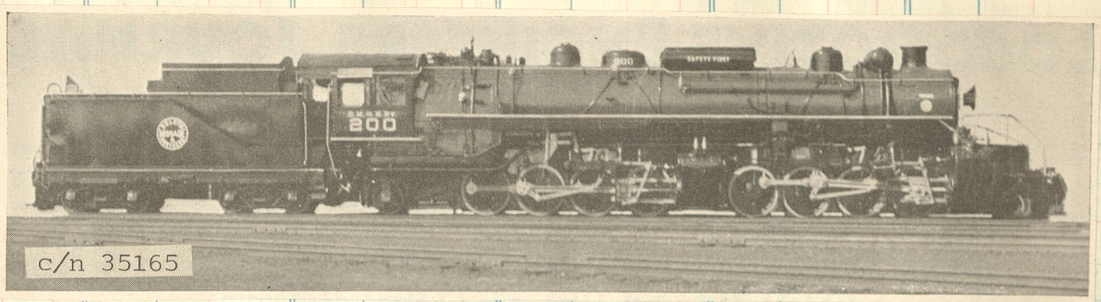
THE BALDWIN LOCOMOTIVE WORKS



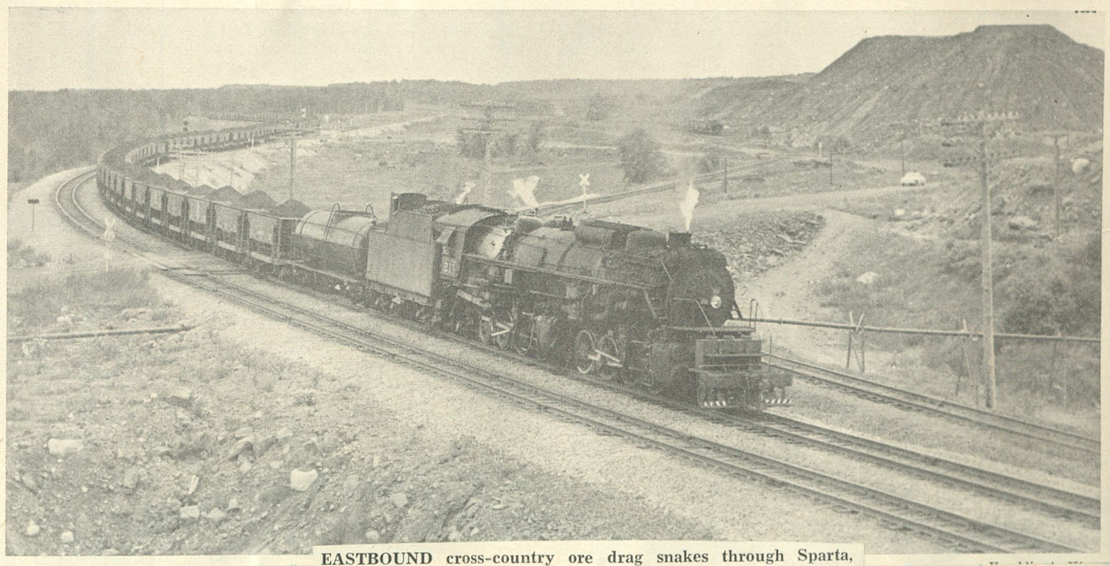
c/n 35171

Duluth, Missabe & Northern Railway Company

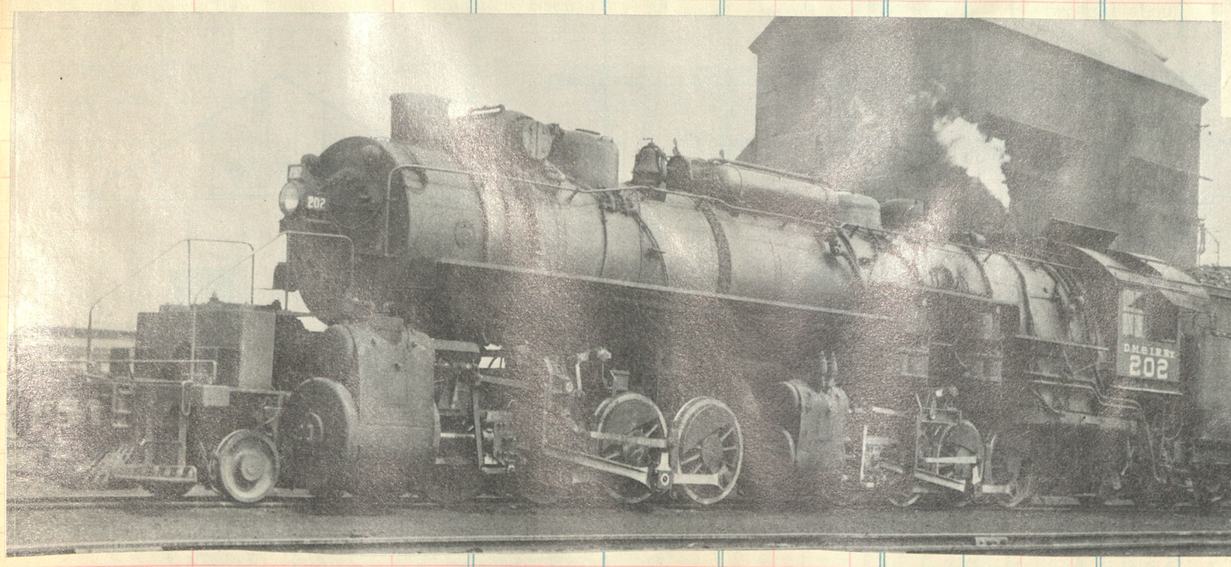
On the Duluth, Missabe and Northern Railway it is necessary to haul trains of empty ore cars from the docks at Duluth to the yard at Proctor, a distance of seven miles. For six miles there is an ascending grade of two and two-tenths per cent., combined with numerous compensated curves of six to ten degrees. This service is performed by eight Mallet locomotives, one of which is illustrated above. These locomotives were built under a guarantee to handle fifty-five cars each weighing 32,300 pounds, with a caboose weighing 20,000 pounds, on the above mentioned grade at a speed of twelve miles per hour. This guarantee has been more than met, and the locomotives have given excellent satisfaction. The principal details of construction are similar to those used on the locomotive for the Virginian Railway illustrated on page 38. The Missabe engines exert a tractive force of 91,000 pounds.



c/n 35165



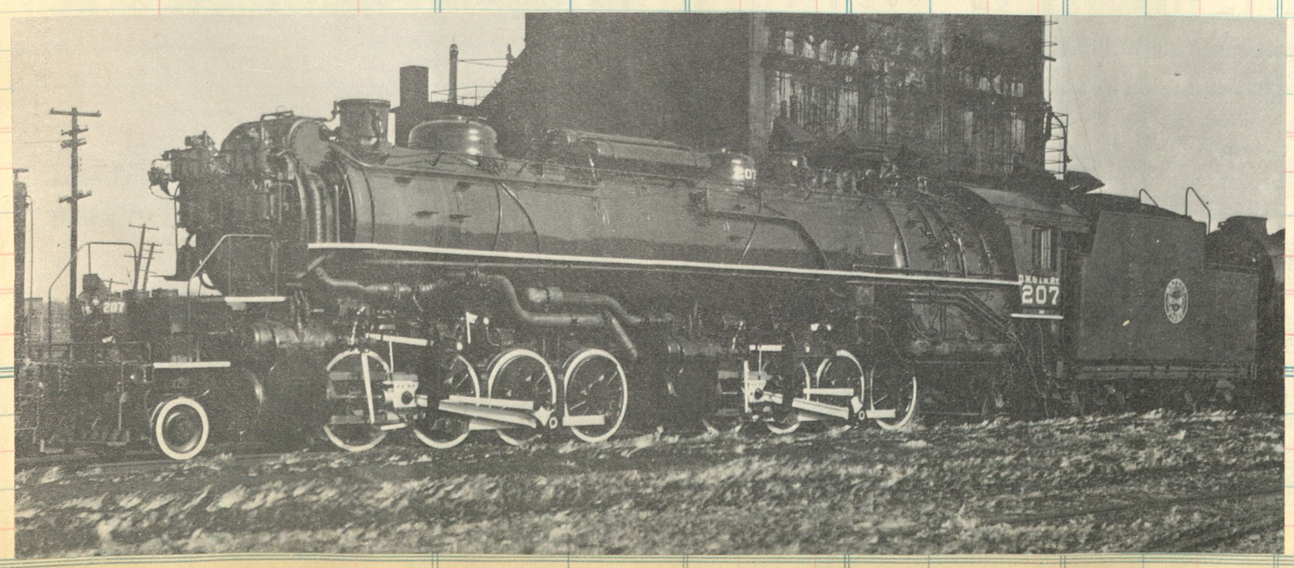
EASTBOUND cross-country ore drag snakes through Sparta, Minn., behind Duluth, Missabe & Iron Range No. 211. Old 2-8-8-2 has been hauling ore for 40 years, originally was a compound.

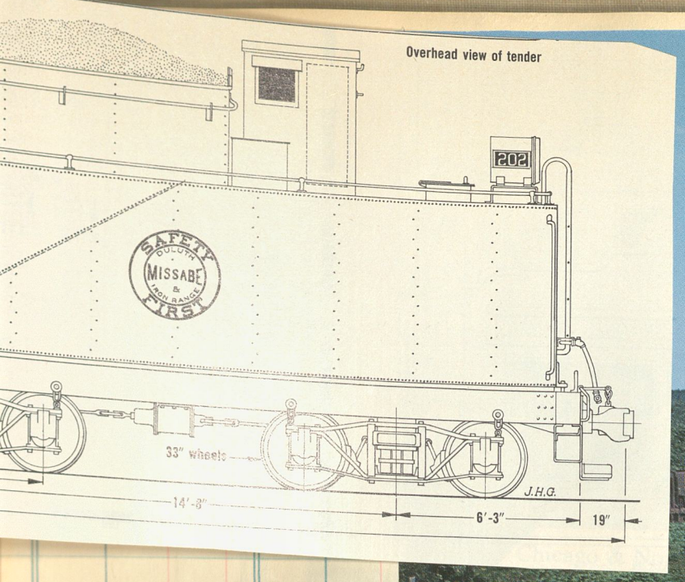


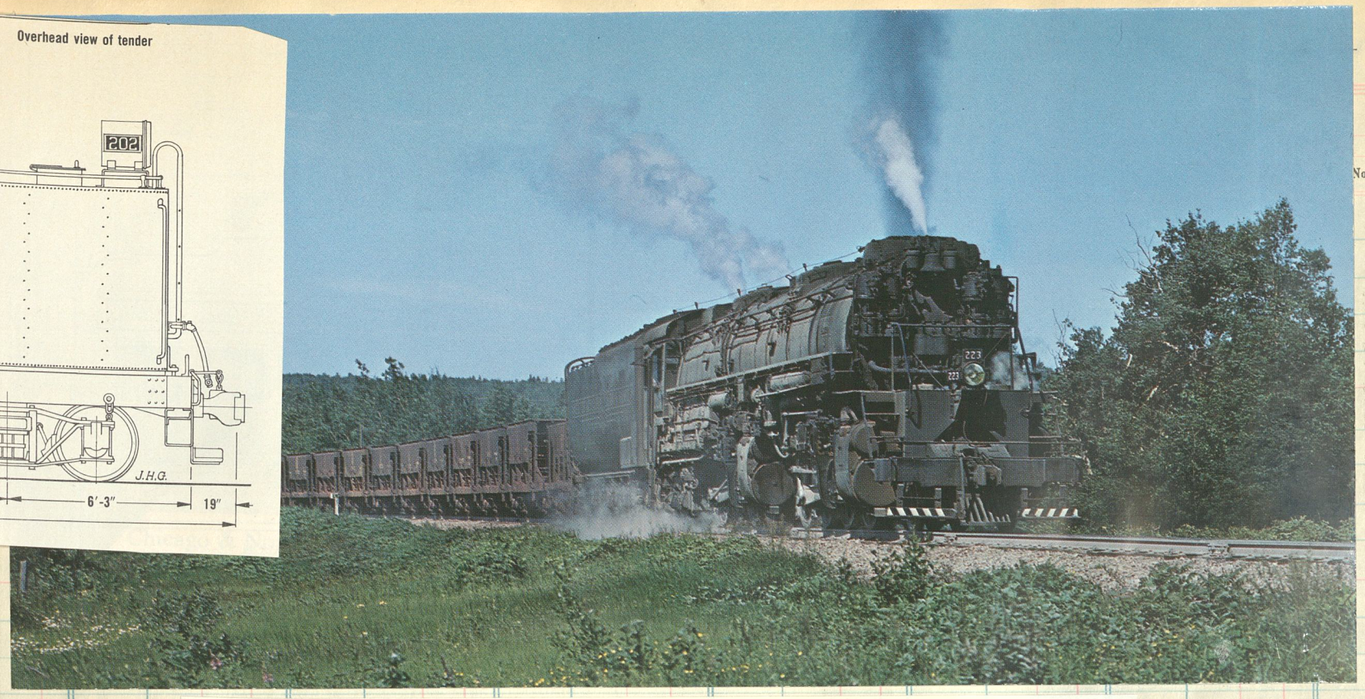
Roy W. Campbell collection

hill ones on the Missabe lines.

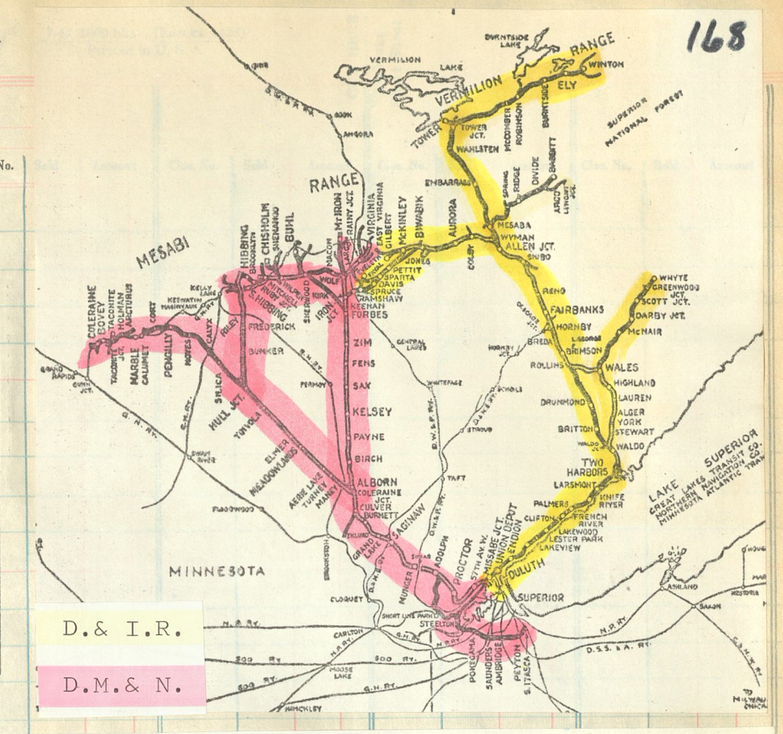
Uphill from the docks at Duluth runs this true Mallet locomotive (notice that front cylinders are larger) with its long drag of empty ore cars. Fortunate is the DM&IR that the loads move down this hill, not up.



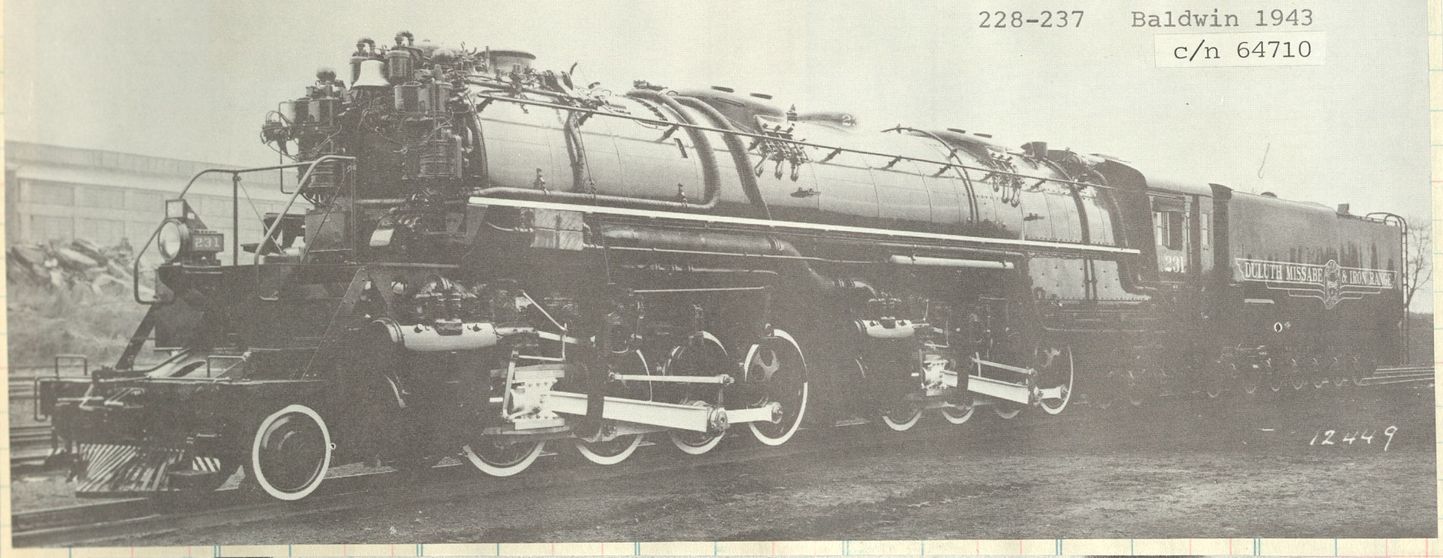


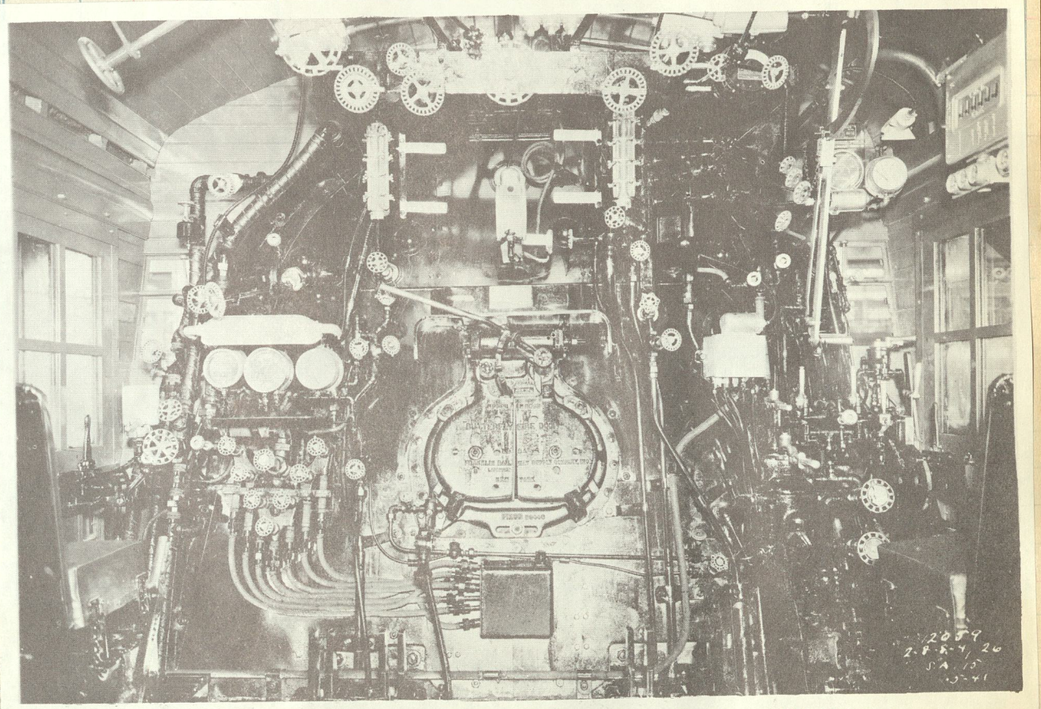


2-8-8-4 #223 on the reverse loop track at Two Rivers



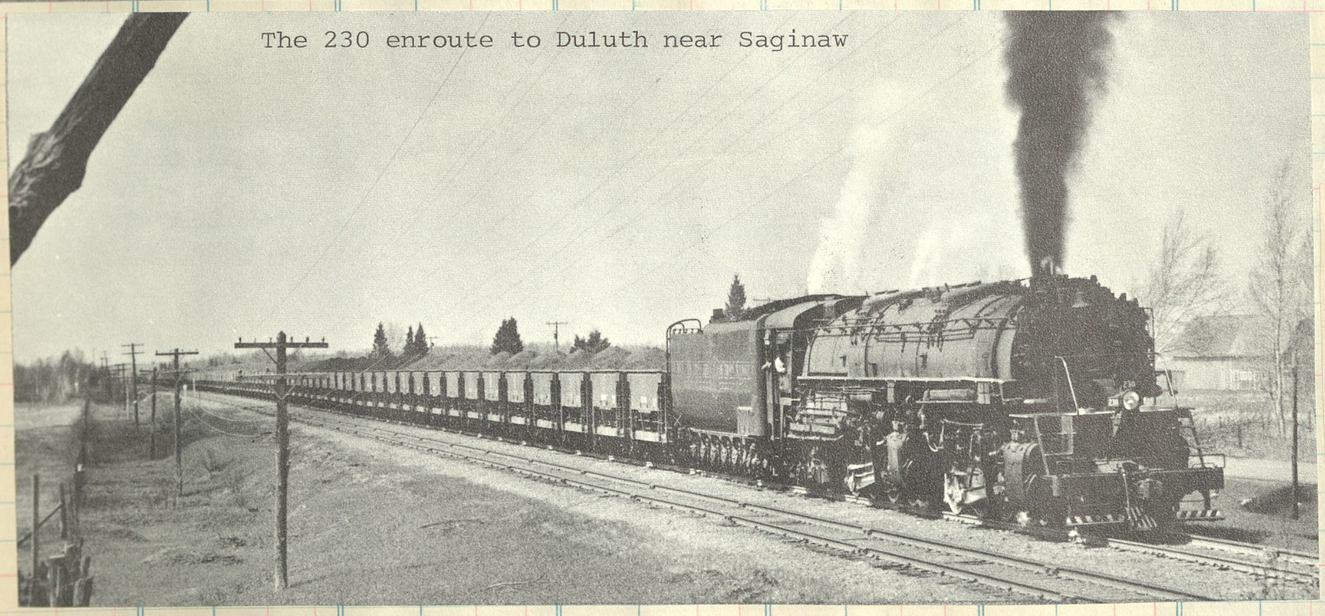
228-237 Baldwin 1943
c/n 64710





Duluth, Missabe & Iron Range #222, 1941, steam locomotive cab interior, 2-8-8-4 type.

The 230 enroute to Duluth near Saginaw

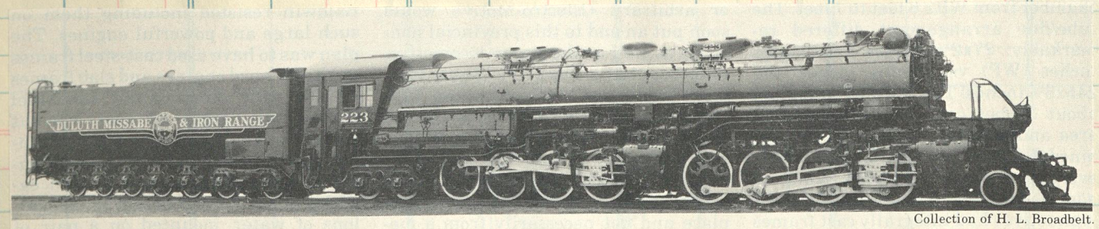


220-227 Baldwin 1941
c/n 62528

DULUTH, MISSABE & IRON RANGE RAILROAD'S NEW POWERFUL ENGINE 222

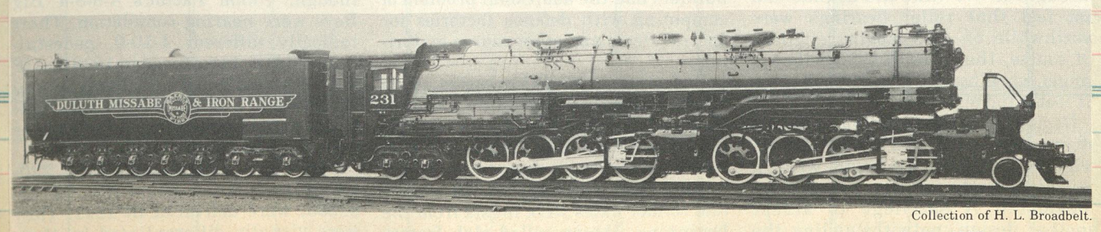
Built by Baldwin in May, 1941, this giant freight engine weighs 695,040 pounds and has a tractive force of 140,000 pounds. Outside diameter of driving wheels is 63 inches. Cylinders are 26 x 32 inches, pistons 12 inches in diameter. Wheel base of engine alone is 67 feet 2

Made last trip for steam on DM&IR July 5, 1960.



Collection of H. L. Broadbelt.

INCLUSION of all-weather cab on DM&IR's M-3's of 1941 necessitated lengthening engine frame and adding a four-wheel trailing truck.



Collection of H. L. Broadbelt.

WARTIME M-4's outweighed M-3's because of shortages of certain lightweight metals, boosting total engine weight by 4660 pounds.

Walter Evans

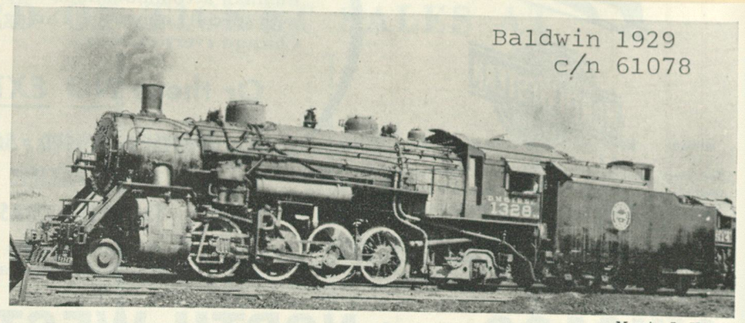
Duluth, Missabe & Iron Range 2-8-8-4 No. 228 with 108-car iron ore extra running from Virginia to Two Harbors, Minn. The class M-4 Baldwin and train were photographed at Skibo, Minn. on October 3, 1957.

Back to the mines with the empty ore cars. When the lakes are open this parade never ceases. D. M. & I. R. #224 2-8-8-4 Type is one of the three most powerful steam locomotives operating in the United States and have created a remarkable record not only over their own lines but also on the other roads to which they are loaned during the winter months to aid in the war effort while the lakes are closed to navigation. Courtesy D. M. & I. R.

RECOR

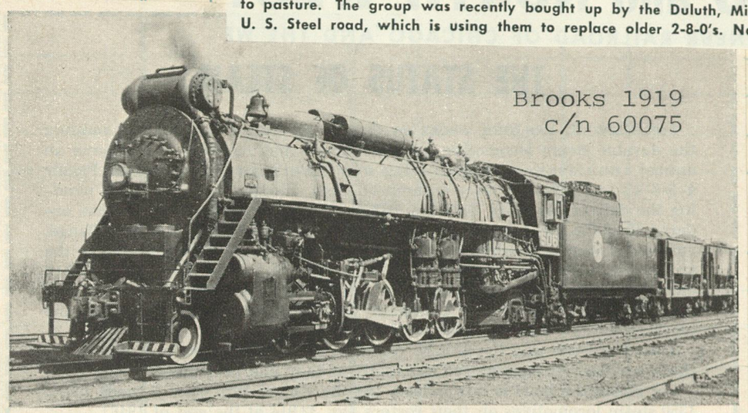
No.	Sold	Amount	Clos. No.	S

Clos. No.	Sold	Amount



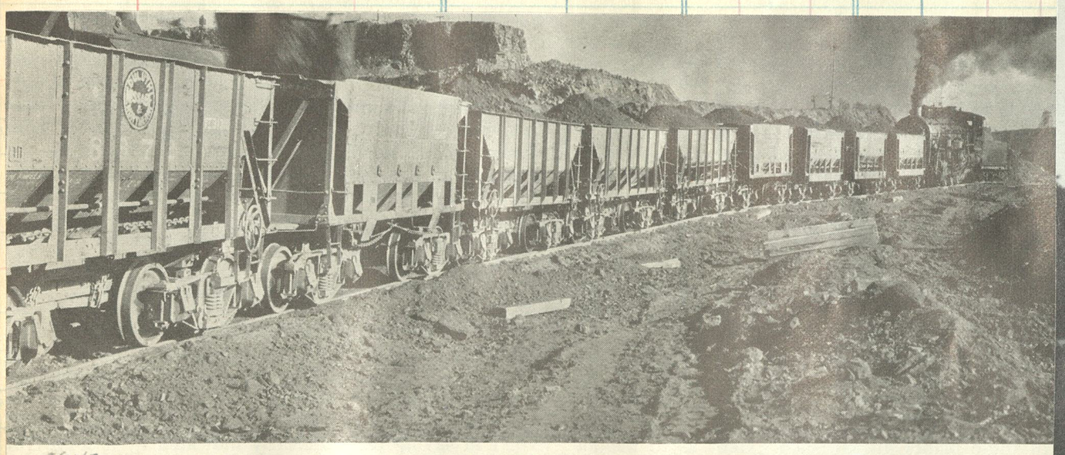
Maurice L. Kunde.

Dieselization of the Elgin, Joliet & Eastern, which is owned by U. S. Steel, set 26 Mikados out to pasture. The group was recently bought up by the Duluth, Missabe & Iron Range, another U. S. Steel road, which is using them to replace older 2-8-0's. No. 1328 was EJ&E's No. 763.



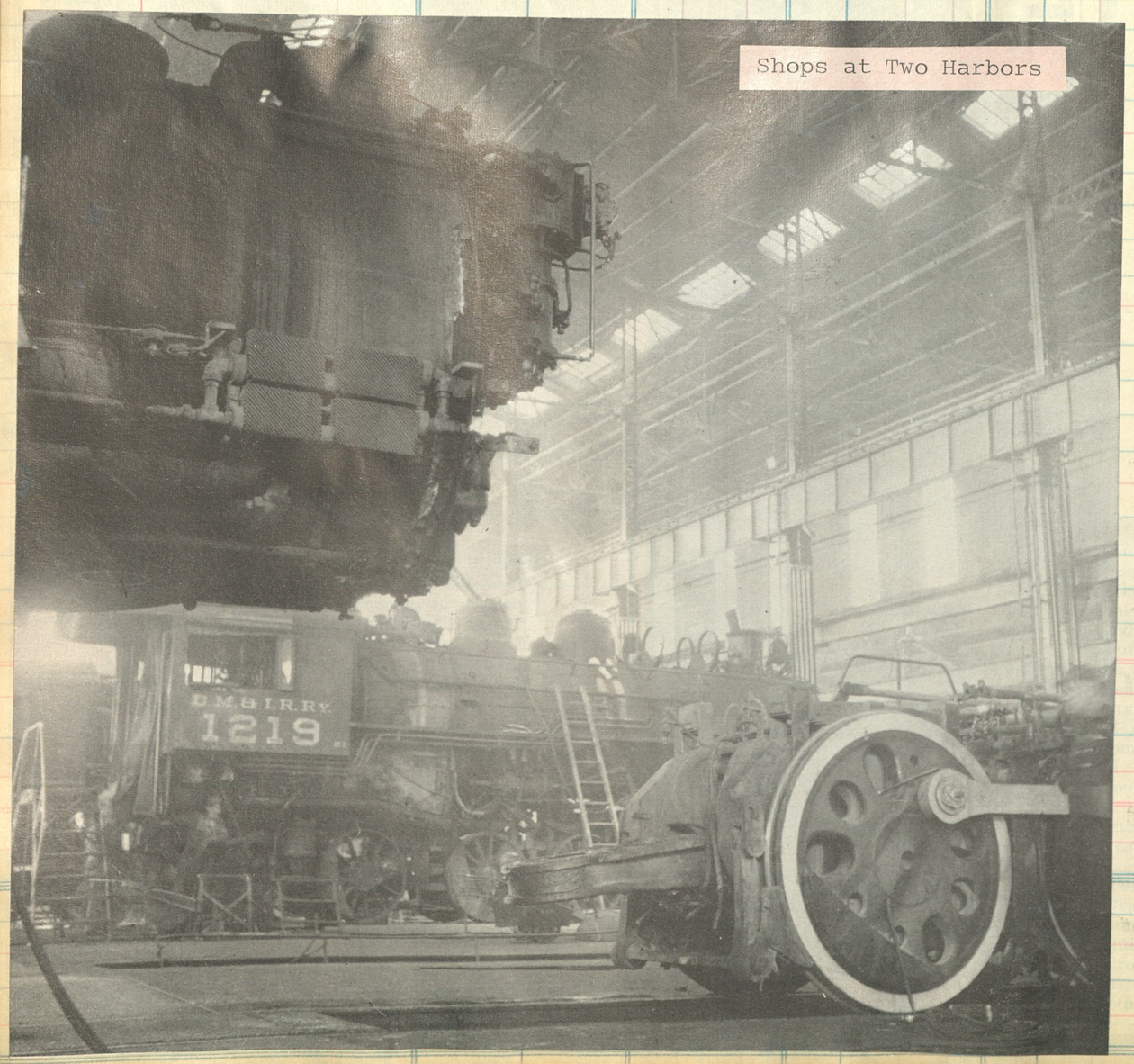
Robert Anderson.

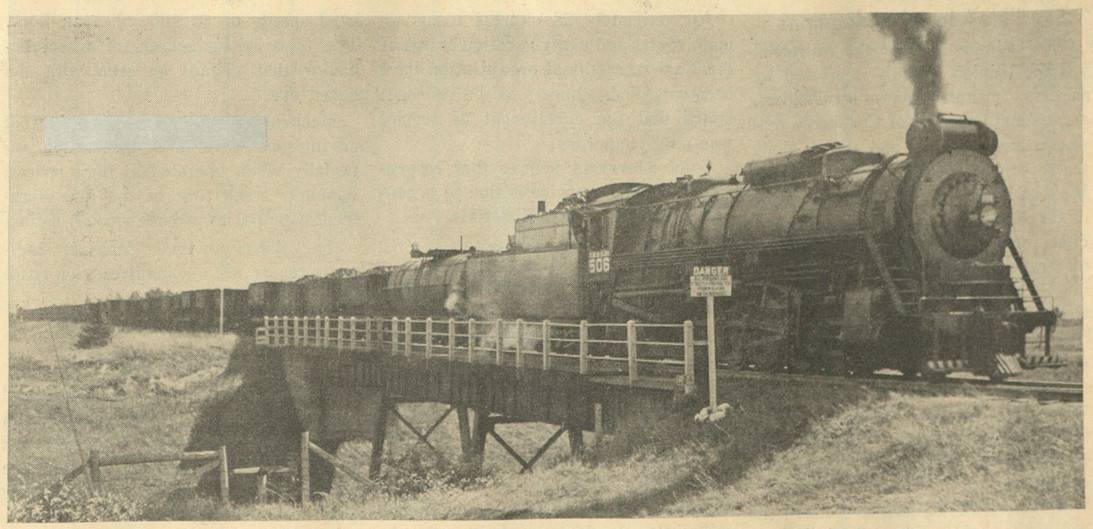
ANXIOUS to move as much ore as possible before the steel strike, Duluth, Missabe & Iron Range fired up not only 2-8-8-4's but also older power. Santa Fe 506 waited May 1 in Proctor (Minn.) Yard for scale track to clear before moving forward with ore cars.



1942 A Record Movement of More Than 90,000,000 Tons of Ore Kept the Wheels of Industry Humming

Thirty five cars of iron ore makes for considerable tonnage and the 1223 (2-8-0 Baldwin 1910 c/n 34843) needs help of a 2-10-2 to keep it moving.

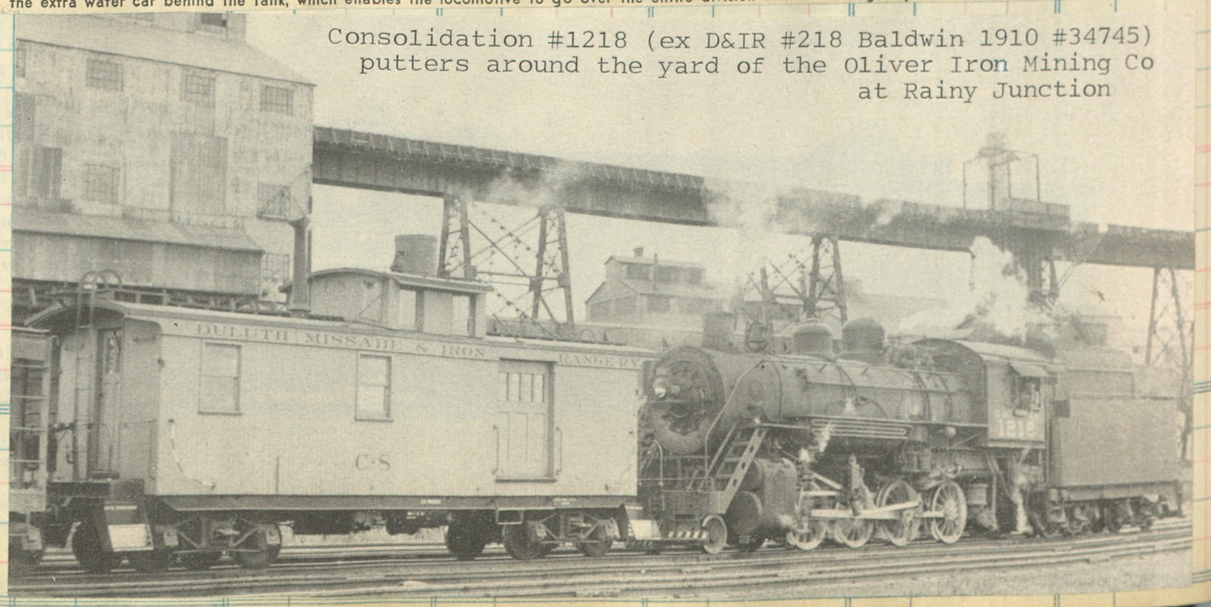




MAKING THE GRADE OUT OF TWO HARBORS, MINN.

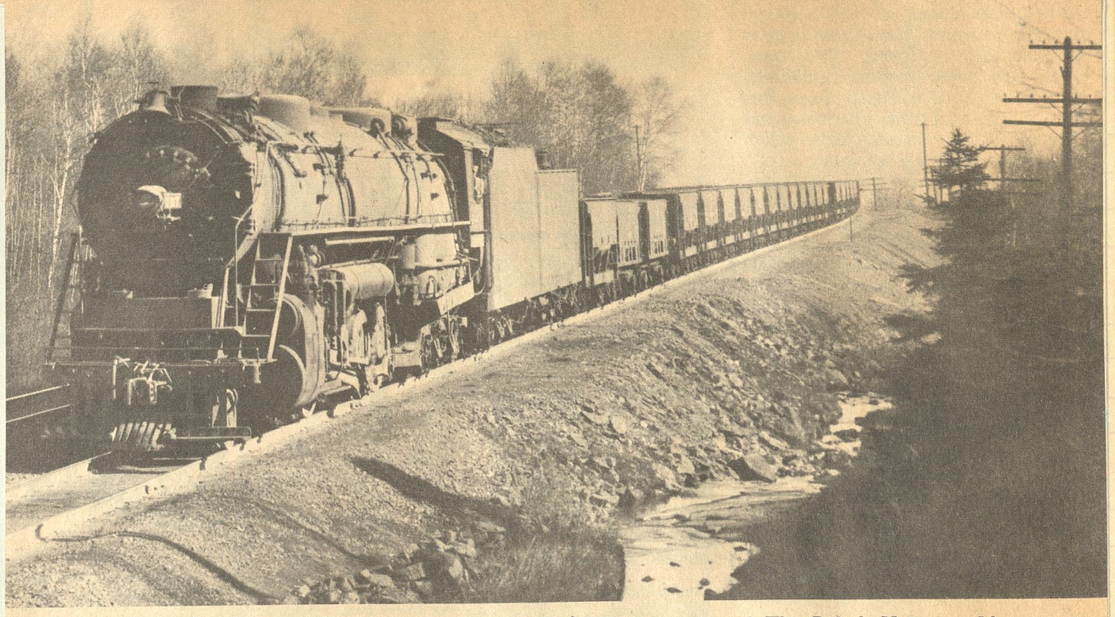
Locomotive 506 of the Duluth, Messabe & Iron Range Railroad is on the way to Ely, Minn., 93 miles distant, for a train of iron ore. Note the extra water car behind the tank, which enables the locomotive to go over the entire division without making stops for water and coal. In

Consolidation #1218 (ex D&IR #218 Baldwin 1910 #34745) putters around the yard of the Oliver Iron Mining Co at Rainy Junction



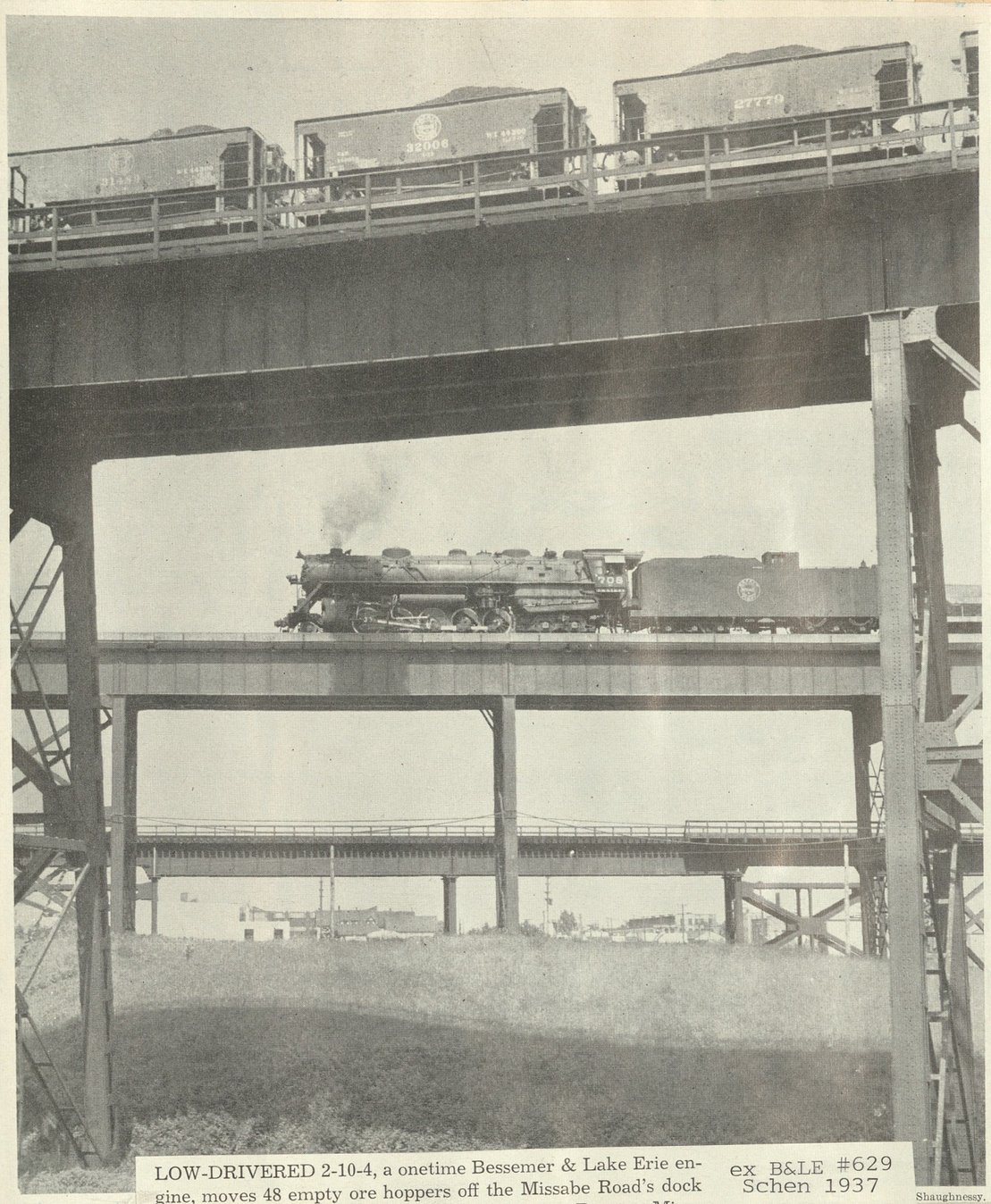
Cles. No.	Sold	Amount	Cl

In 1951 U. S. Steel transfered (sold) eighteen big 2-10-4's from its Bessemer & Lake Erie to the D.M.& I.R. and noed them 700-717. The 707 was B.& L.E. #628, built by Schenectady 1937 c/n 68898



Duluth, Missabe & Iron Range No. 707 wheeling a ponderous load of iron ore through West Duluth, Minnesota, 10 years ago.

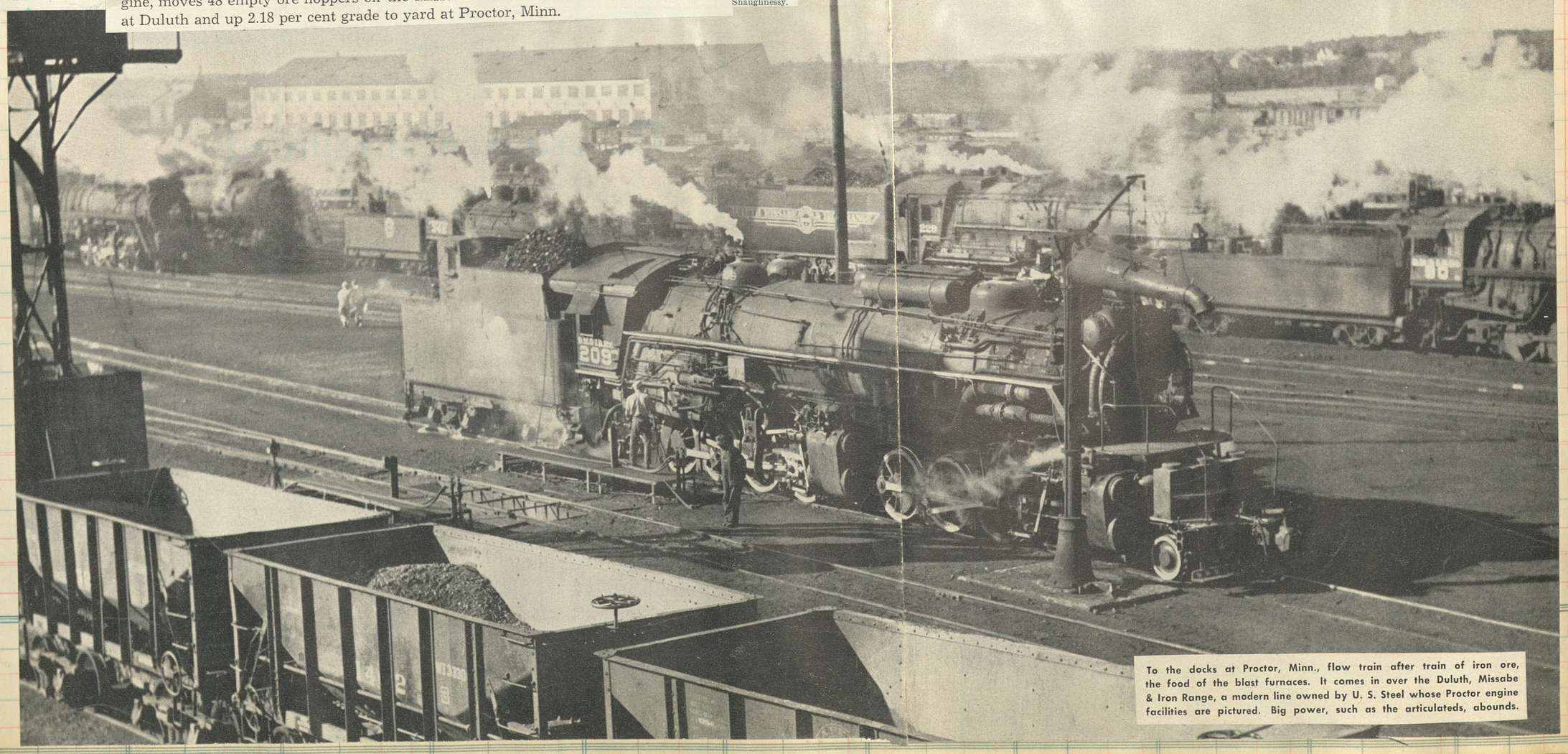
Texas type #713 (former B&LE #638) was b1t by Baldwin 1943, c/n 64718 works a string of empties up the sharp incline from Duluth docks to Proctor yard.



LOW-DRIVERED 2-10-4, a onetime Bessemer & Lake Erie engine, moves 48 empty ore hoppers off the Missabe Road's dock at Duluth and up 2.18 per cent grade to yard at Proctor, Minn.

ex B&LE #629
Schen 1937

Shaughnessy.

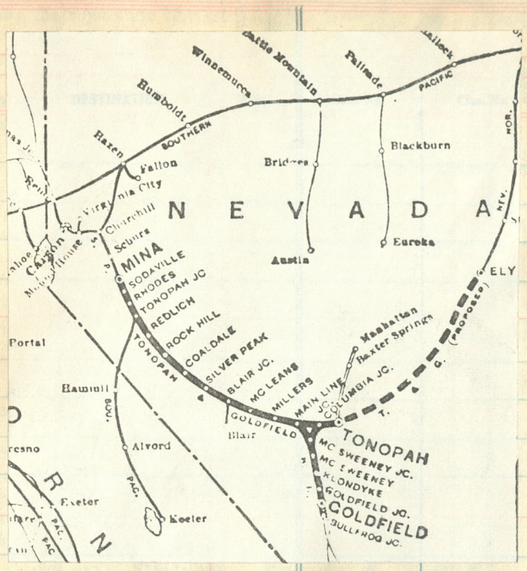


To the docks at Proctor, Minn., flow train after train of iron ore, the food of the blast furnaces. It comes in over the Duluth, Missabe & Iron Range, a modern line owned by U. S. Steel whose Proctor engine facilities are pictured. Big power, such as the articulateds, abounds.

171

New York C Tonopah & Goldfield Railroad KET SALES AT

SELLER
DATE
FORM



TONOPAH & GOLDFIELD R. R.

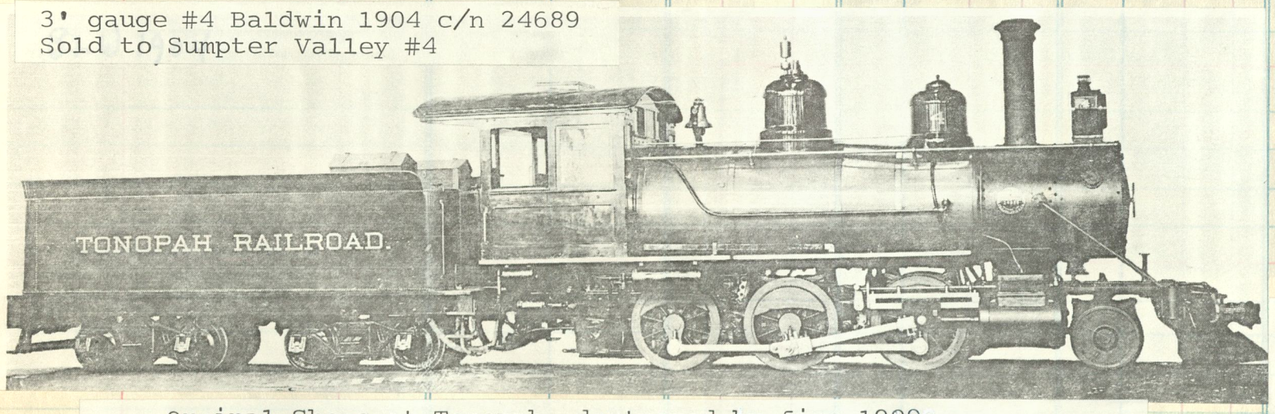
24	Mls	*Pacific Time*	23
* 4.50 am	0	Lv....MINA....Ar	*12.22 pm
5.09 am	9	Ar...Tonopah Jct...Lv	12.01 pm
7.50 am	69	Ar....Tonopah....Lv	9.52 am
8.55 am	85	Ar....Klondyke....Lv	8.55 am
9.30 am	97	Ar..GOLDFIELD..Lv	8.30 am

1916

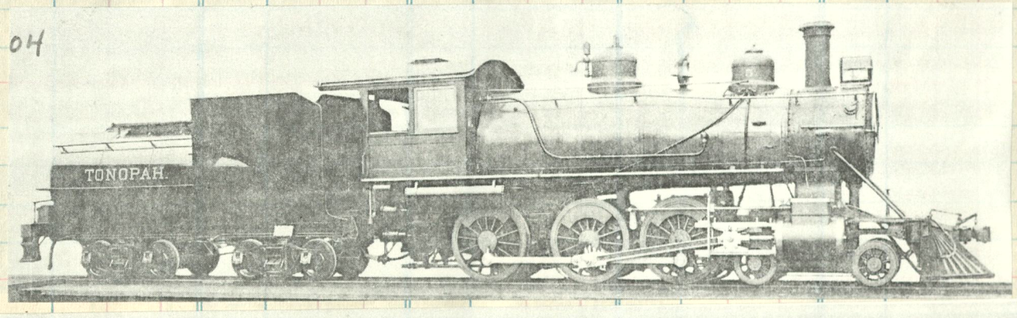
G. C.—The Tonopah & Goldfield RR, which runs between Tonopah Jct. and Tonopah, and Columbia Jct. and Goldfield, Nev., 102 miles, was inc. in 1905 as a consolidation of the Tonopah RR and the Goldfield RR, both of which had just been built. It has 6 locomotives, 61 freight and 3 passengers cars, is owned by the Tonopah

Narrow gauge #3 was built as N.C.O. #4, the "Charles Moran" in 1888 by Baldwin [c/n 9519] Purchased by Tonopah 1904 and sold to Sumpter Valley in 1910 #3.

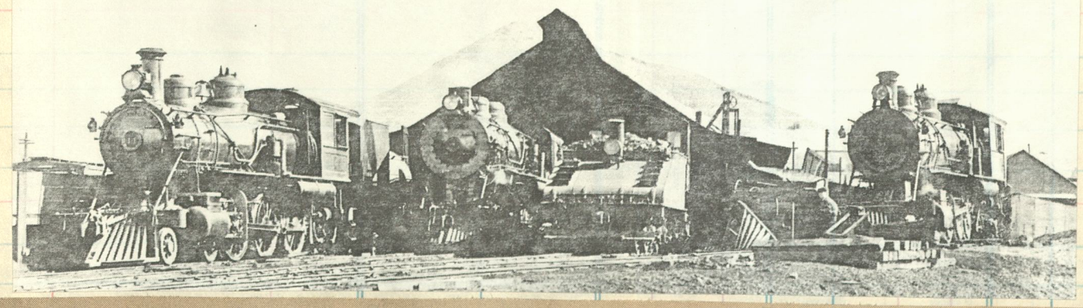
3' gauge #4 Baldwin 1904 c/n 24689
Sold to Sumpter Valley #4



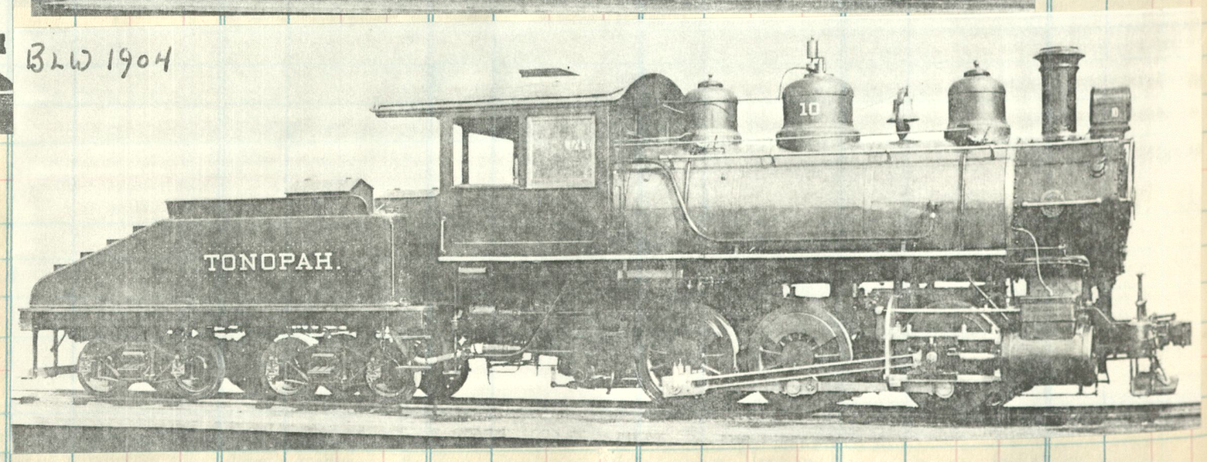
04



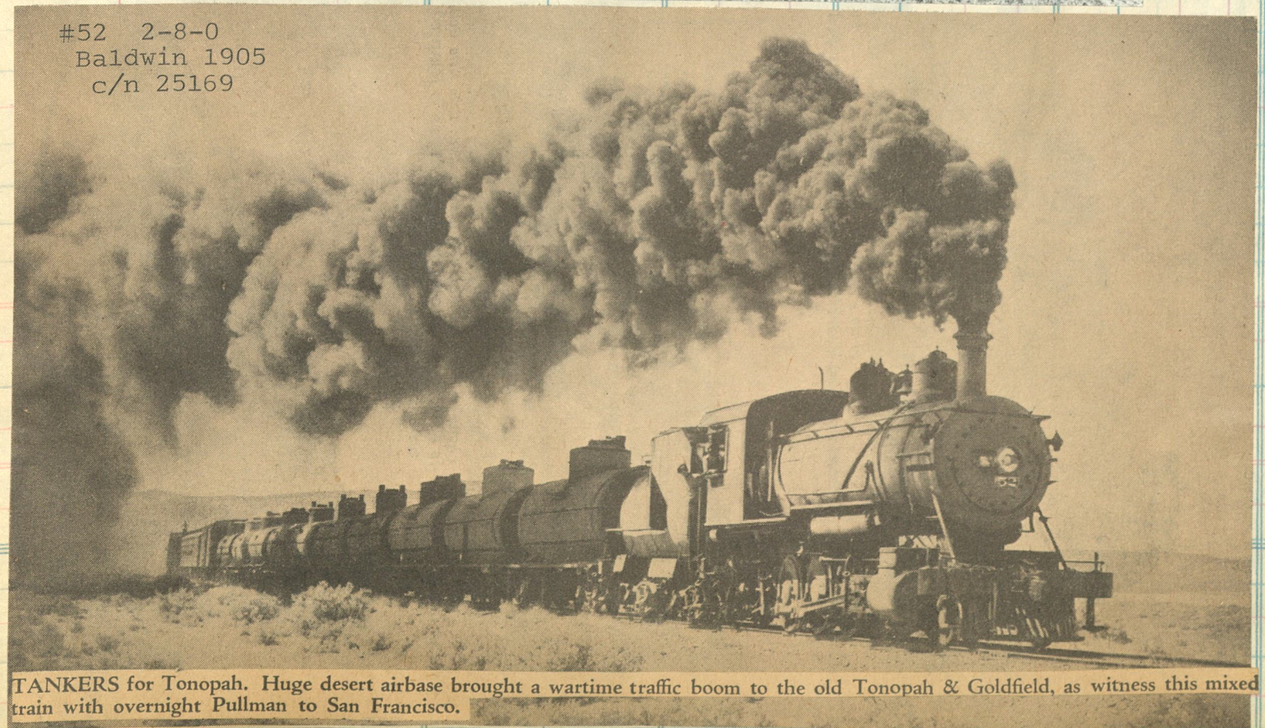
Orginal Shops at Tonopah, destroyed by fire 1909



B&W 1904



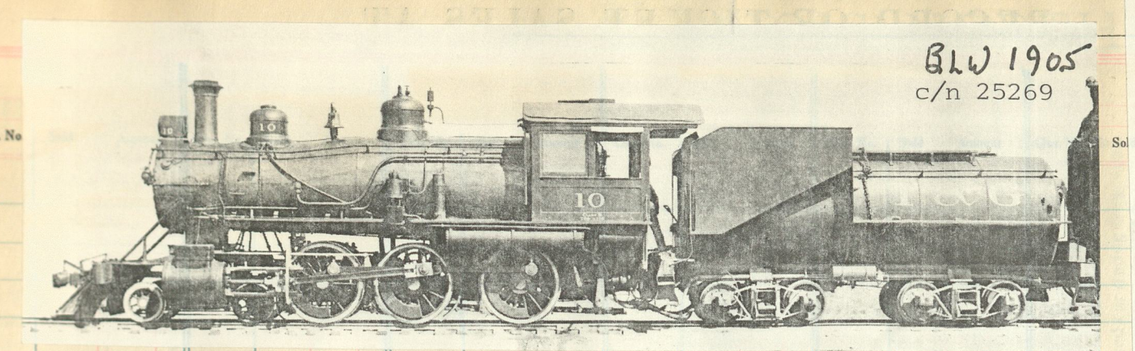
#52 2-8-0
Baldwin 1905
c/n 25169



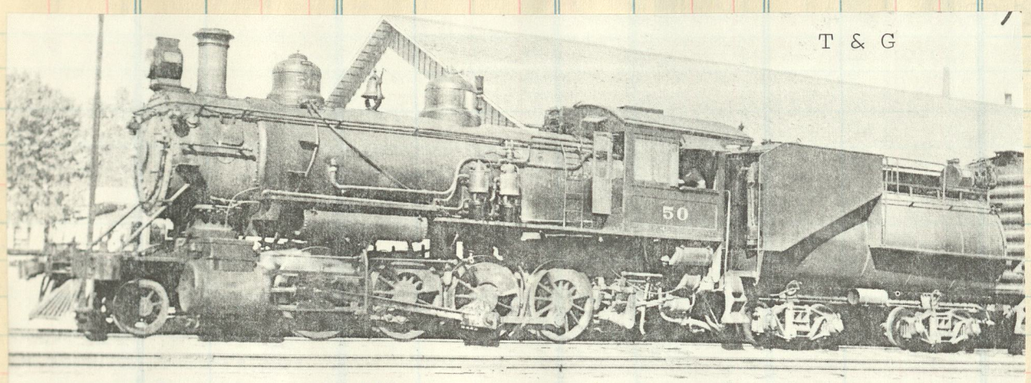
TANKERS for Tonopah. Huge desert airbase brought a wartime traffic boom to the old Tonopah & Goldfield, as witness this mixed train with overnight Pullman to San Francisco.

Class. No | Sol | Amount

BLW 1905
c/n 25269

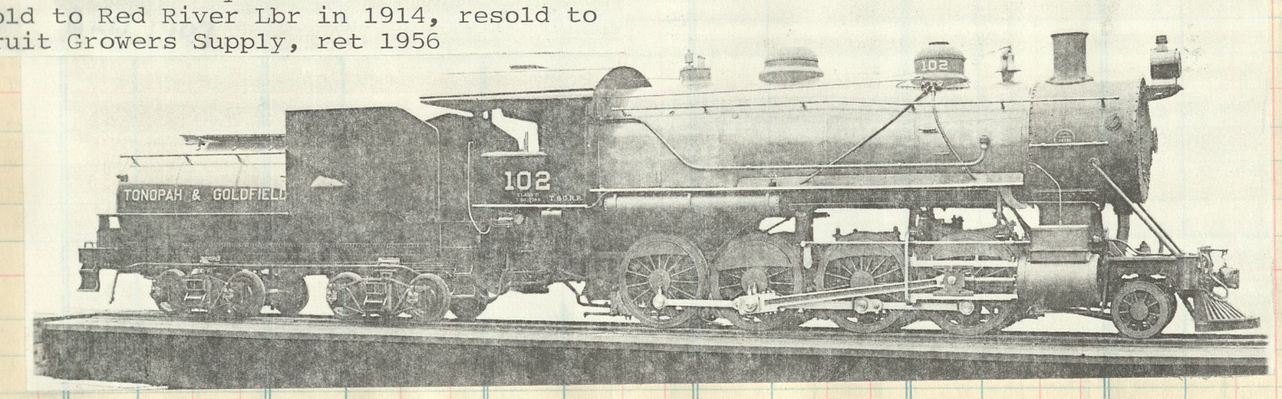


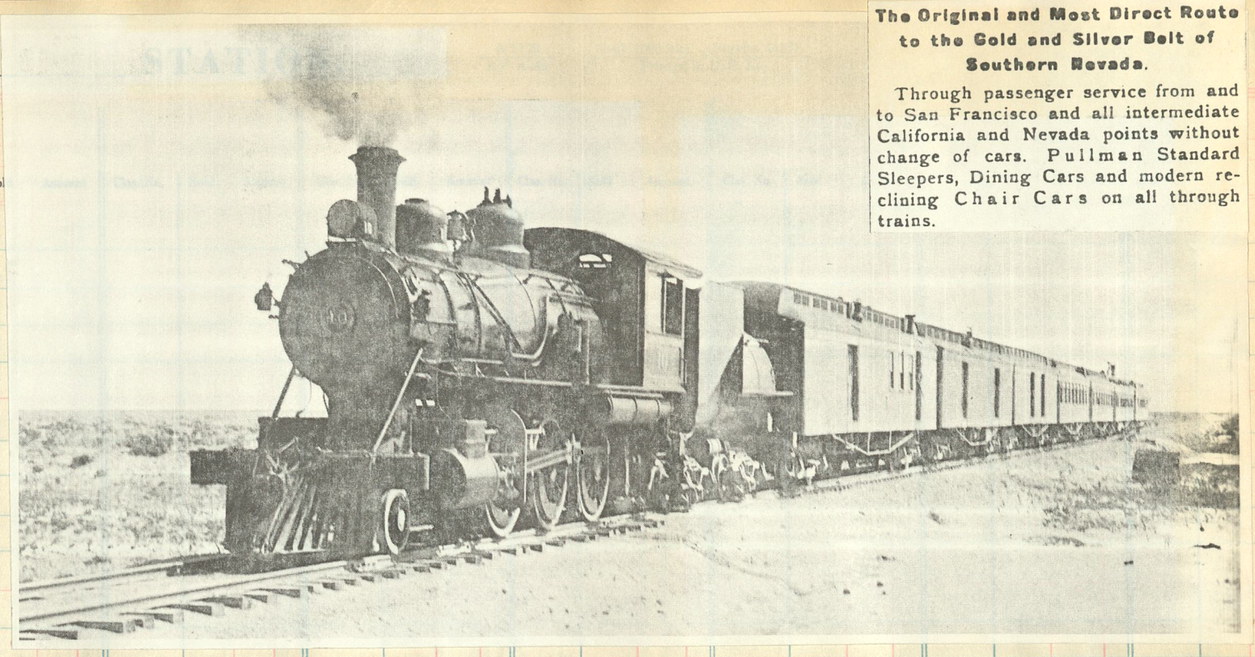
T & G



Baldwin 1905 c/n 25233

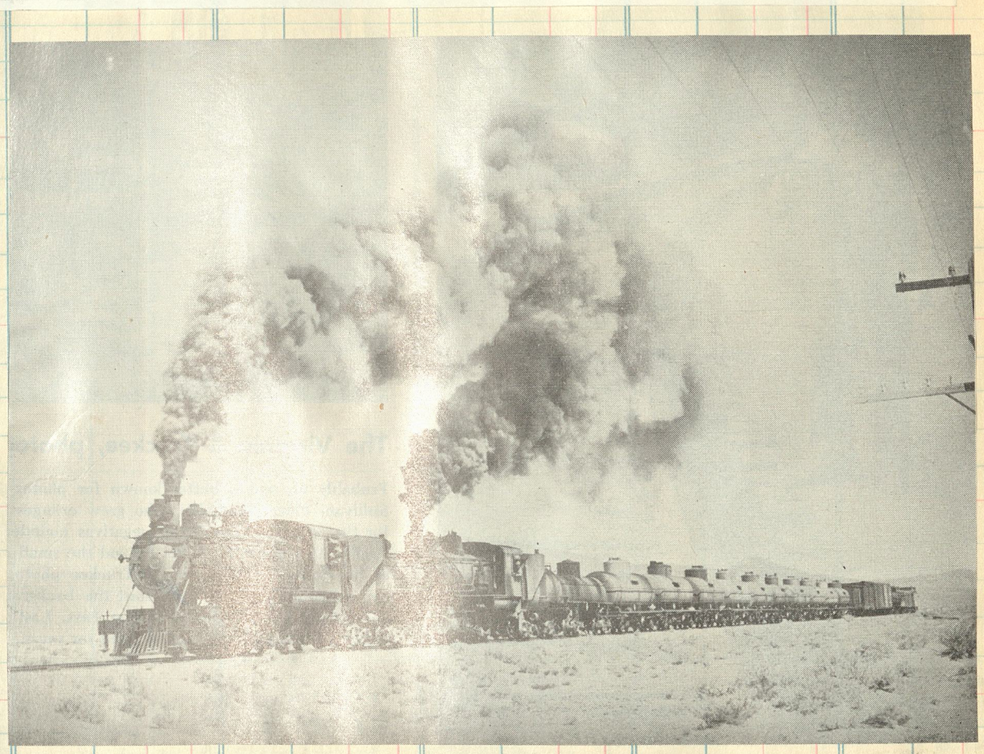
#102 delivered by Baldwin 1907 c/n 30734
Sold to Red River Lbr in 1914, resold to
Fruit Growers Supply, ret 1956





The Original and Most Direct Route to the Gold and Silver Belt of Southern Nevada.

Through passenger service from and to San Francisco and all intermediate California and Nevada points without change of cars. Pullman Standard Sleepers, Dining Cars and modern reclining Chair Cars on all through trains.



New Yor CHICAGO NORTH SHORE AND MILWAUKEE CKET SALES AT

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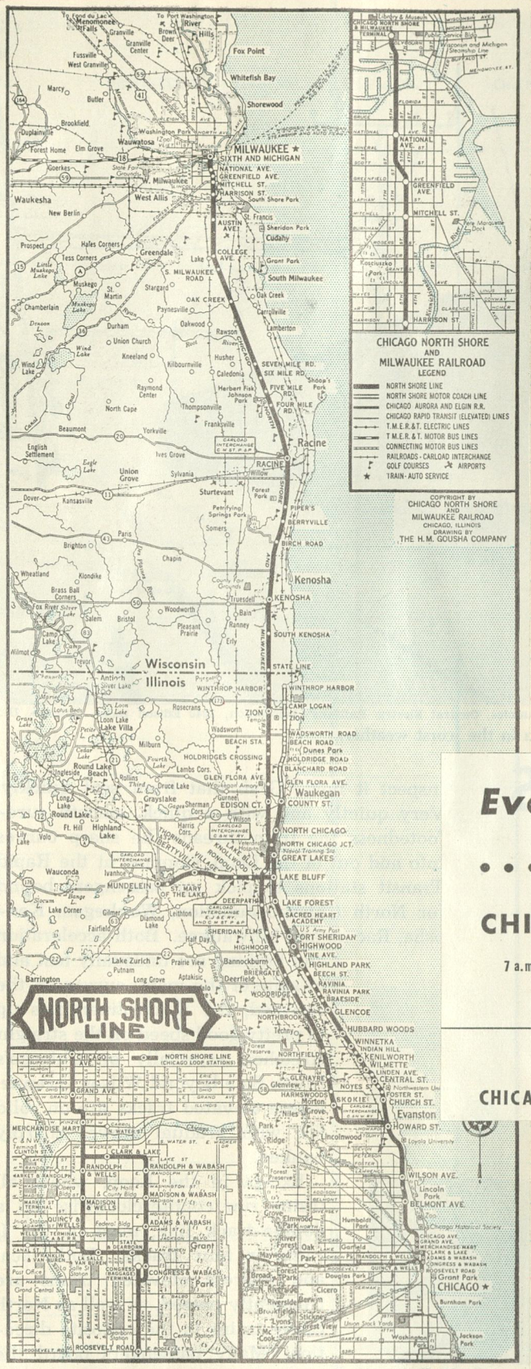
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



Courtesy North Shore Line.

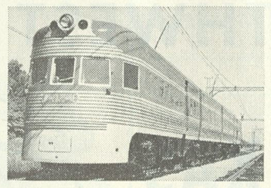
Bob Ferge.

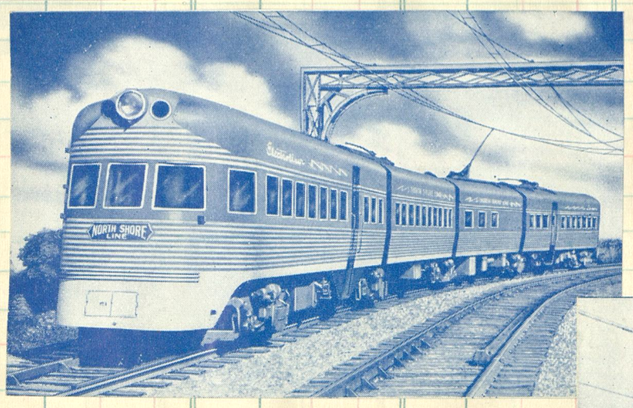
NEW and old of Insull system gather under lights of Milwaukee Terminal; together they fought the good fight for 22 years.

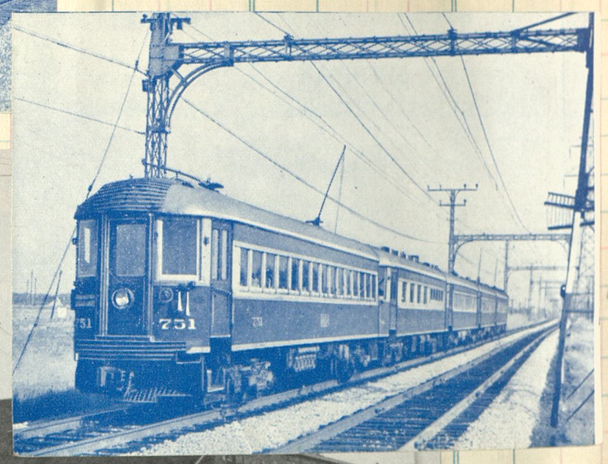
Eugene Van Deusen, courtesy William Eley

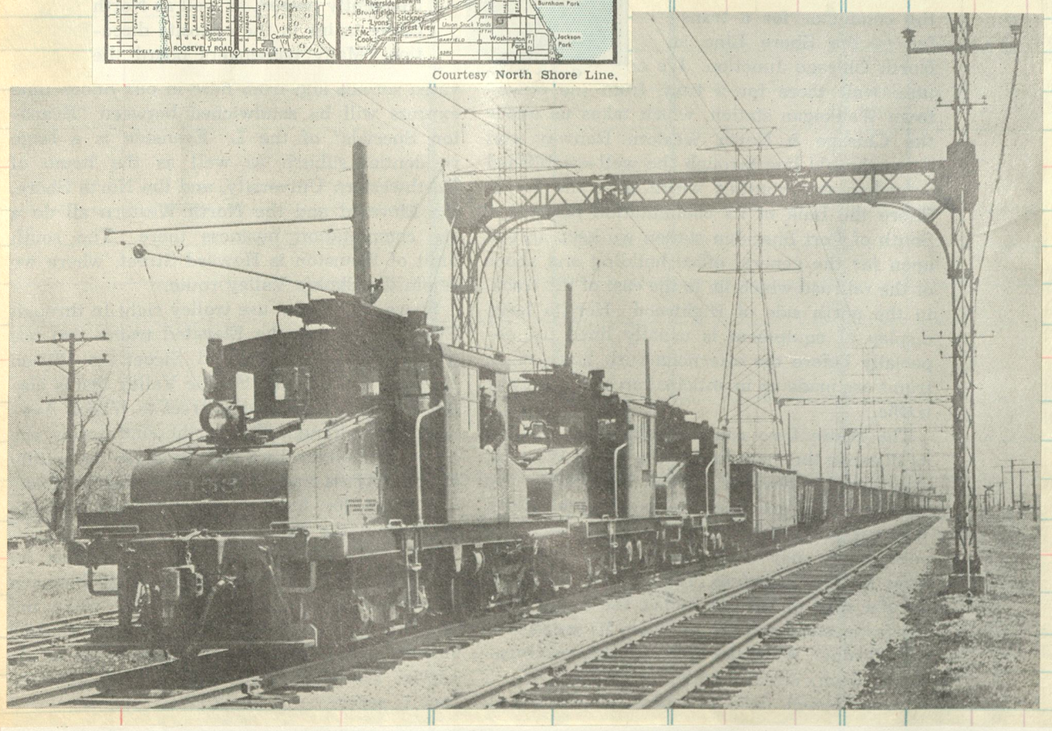
ROLLING south out of Milwaukee on November 26, 1960.

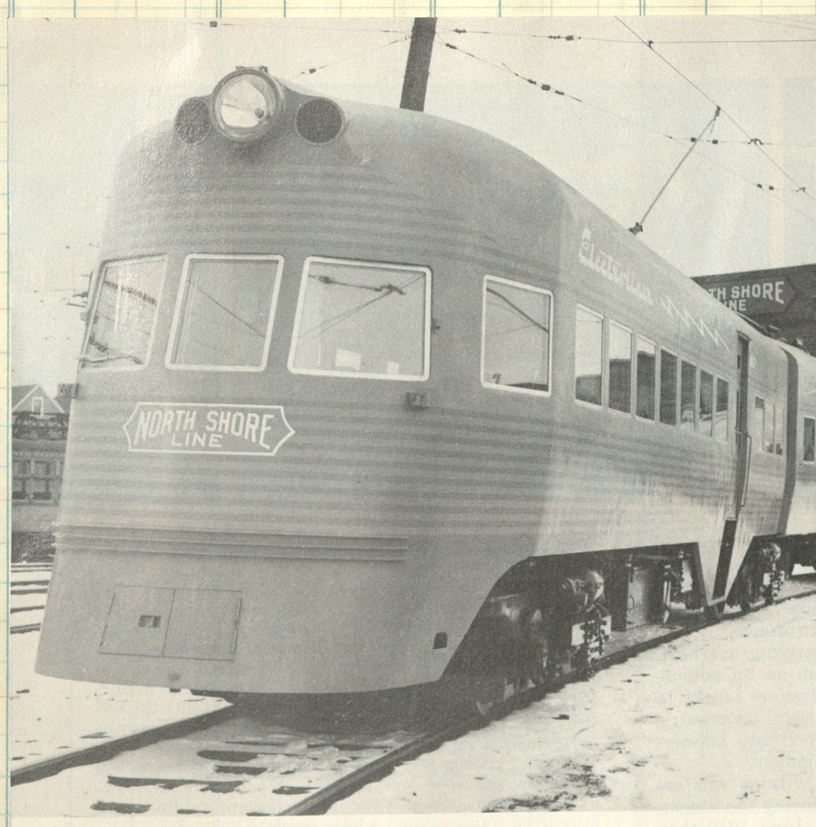
Every hour
. . . on the hour!
CHICAGO • MILWAUKEE
7 a.m. to 9 p.m.—Additional early morning and late night service
NORTH SHORE LINE
CHICAGO NORTH SHORE AND MILWAUKEE RAILWAY
the route of the Electroliners all-electric luxury trains









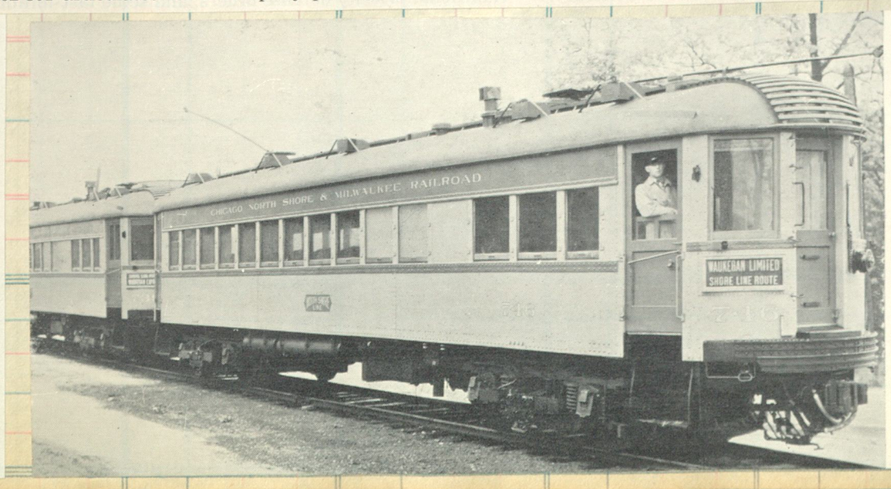


CNS&M; collection of John D. Horachek.

802-801 articulates for a company photographer at Harrison Street shops, Milwaukee, on Wednesday, January 22, 1941.

Motor 458 was former Oregon Electric #50, purchased 1948

George Krambles.



The Chicago, North Shore & Milwaukee is a railroad electrically operated. You buy your ticket on the ground floor at 223 South Wabash in Chicago; walk up stairs, over a bridge to the platform of the Chicago Elevated. Here, a colorful train pulls up to the platform, stops just a moment or so, then wafts you around Chicago's loop and on to Milwaukee.

LIVE OAK, PERRY & GULF RAILROAD

174

Sold | Amount

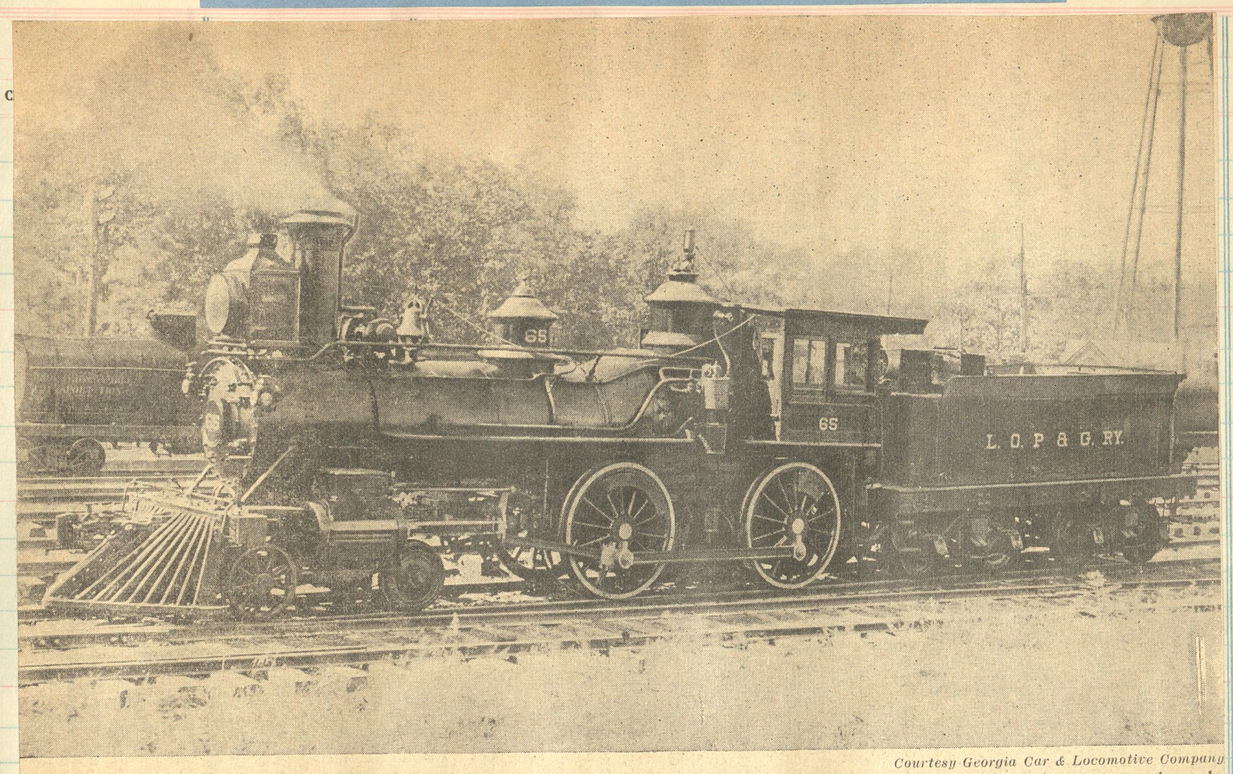
FURNISH brief accounts of the Live Oak, Perry & Gulf and the South Georgia Railway. I understand that these are among the few common carriers in the country still using wood-burning locomotives.

The original section of the LOP&G was constructed by Thomas and R. L. Dowling, owners of a lumber company, at Live Oak, Fla. The road was then chartered as the Live Oak & Perry in 1903. Two years later the Live Oak, Perry & Gulf Railroad Co. was organized, and when operations began, the road ran from Live Oak to milepost 31. The line was extended through Perry to Hampton Springs in 1906. Two trains daily make the run between Live Oak and Perry, emulled by wood-burning engines adorned with the old cabbage-head stacks. The LOP&G has operated continuously as a common carrier since 1905, independent after a brief period (1922-28) under Atlantic Coast Line financial control.

Incorporated as the South Georgia Railroad in 1896 (name changed to present form in 1902), this line ran from Heartpine to Quitman, Ga., with an extension to Greenville, Fla., completed four years later. In 1904 the northern terminus of the road was changed from Heartpine to Adel, and in the same year the line was constructed from Greenville to Perry, where a connection was made with the LOP&G.

Yellow pine is cheaper than coal in this area. Both roads use woodburners; engines enroute are refueled from racks piled with two-foot chunks of pine bought from farmers living along the right-of-way.

Sold to SI&E (#299); then to D L Bain Lbr #58 at Ellawara, La.

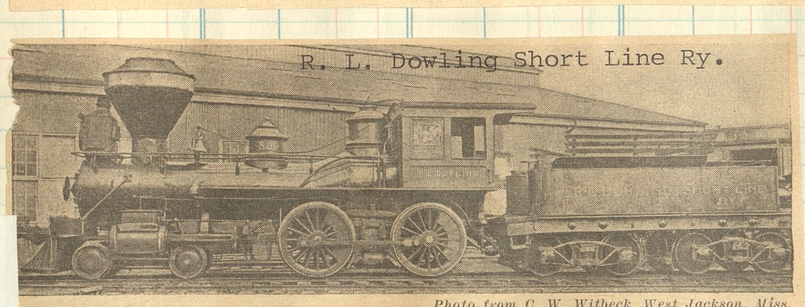


Courtesy Georgia Car & Locomotive Company

SISTER of the famous ***General*** came to the W&A from Baldwin in 1876. She broke the tape as ***Cincinnati Number 12***, and now canters down the short stretch for the Live Oak, Perry & Gulf

The mixed rolls along near Perry

On the So Ga at Greenville



R. L. Dowling Short Line Ry.

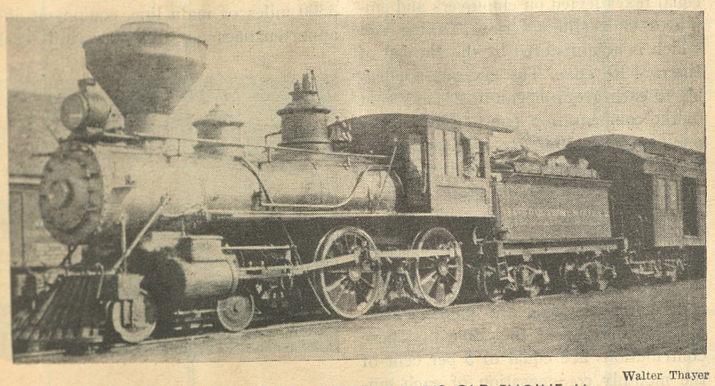
Photo from C. W. Witbeck, West Jackson, Miss.

THE ***R. L. DOWLING***, No. 58 on the roster of the LOP&G's predecessor line

Baldwin 1898
c/n 15987

Photo from F. J. McAteer, 38 William St., St. Thomas, Ont., Canada

TEN-WHEELER No. 7 of the South Georgia Railway, at Quitman, Ga. Tender was equipped with wood-rack; the road still uses yellow pine for fuel (see Item 9)

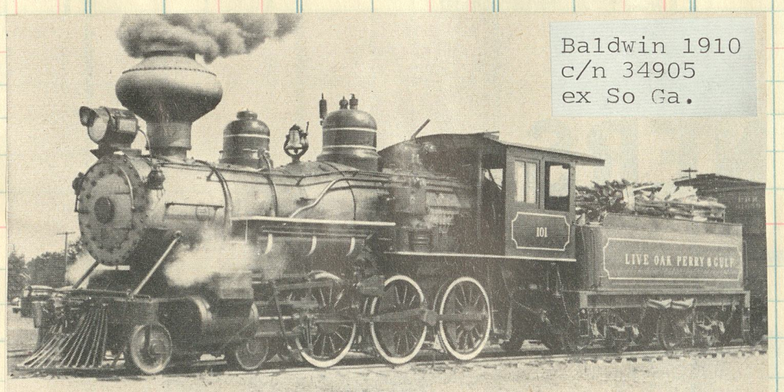


Walter Thayer

LIVE OAK, PERRY & GULF RAILROAD'S OLD ENGINE 66

The photo of this "cabbage stack" was taken in 1917 and this old woodburner is still in service.

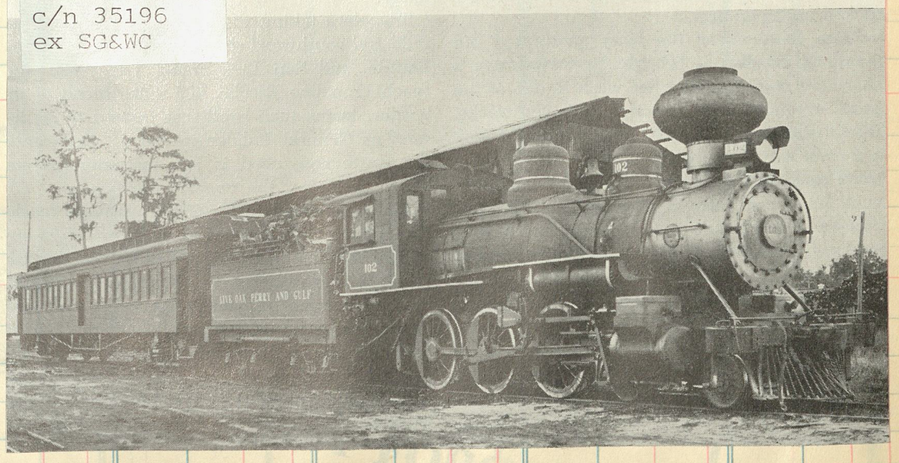
Baldwin 1910
c/n 34905
ex So Ga.

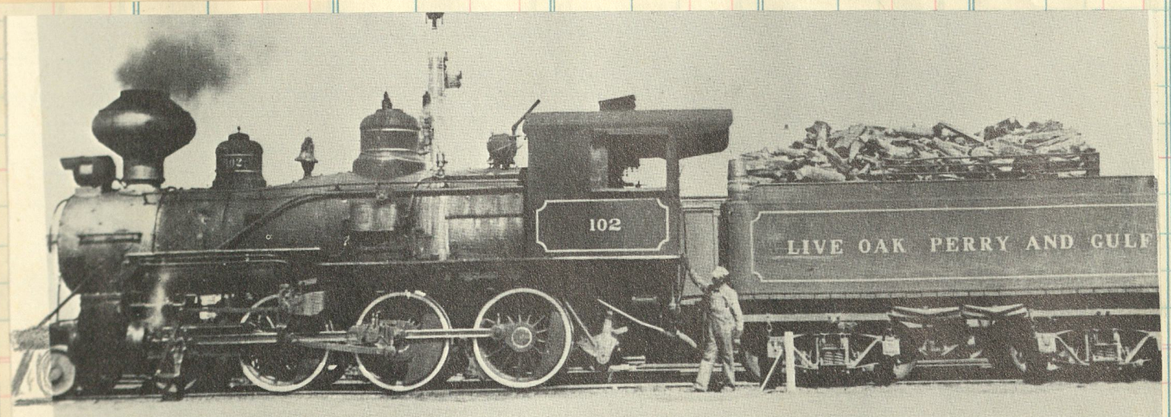


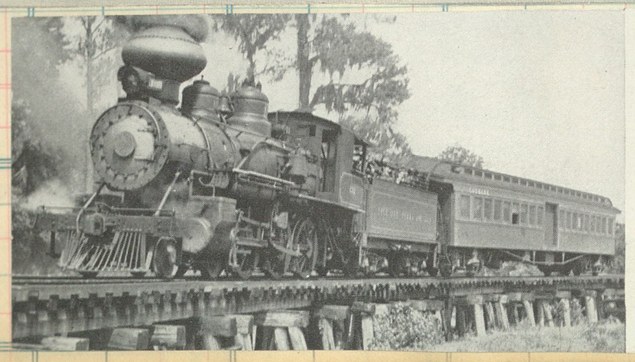
Wood-burning locomotive on a Florida short line.

Last wood-burner of the 76-mile Florida railroad, Live Oak, Perry & Gulf, is this "cabbage head," No. 102. The "cabbage head" type of stack is rapidly disappearing and soon will be just a memory. No. 102 was built in 1910; the road, in 1903.

Baldwin 1910
c/n 35196
ex SG&WC



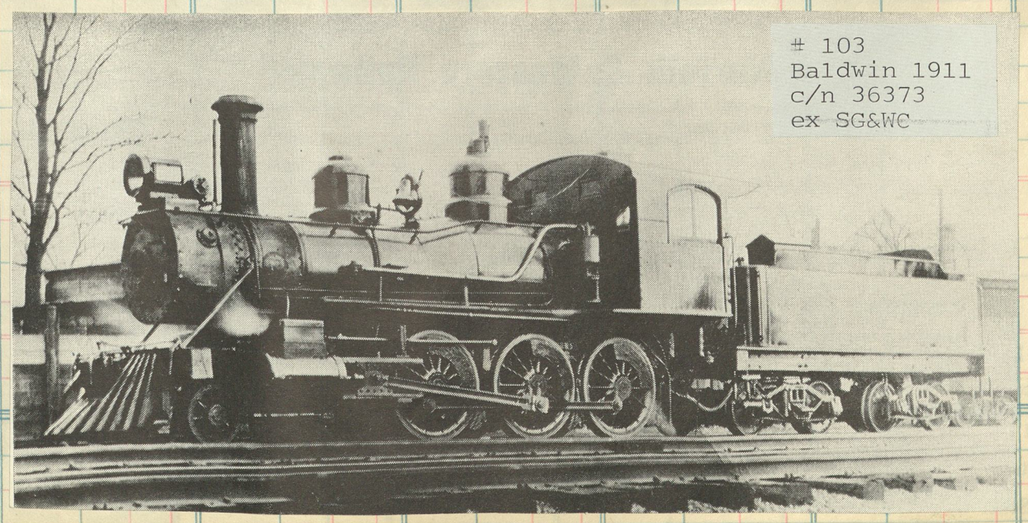




A WOOD-BURNER IN THE DEEP SOUTH

Train No. 1 of the seventy-six-mile wood-burning Live Oak, Perry & Gulf Railroad rolls carefully across a timber trestle at the edge of the famed Suwanee River near Live Oak, Florida.

103
Baldwin 1911
c/n 36373
ex SG&WC

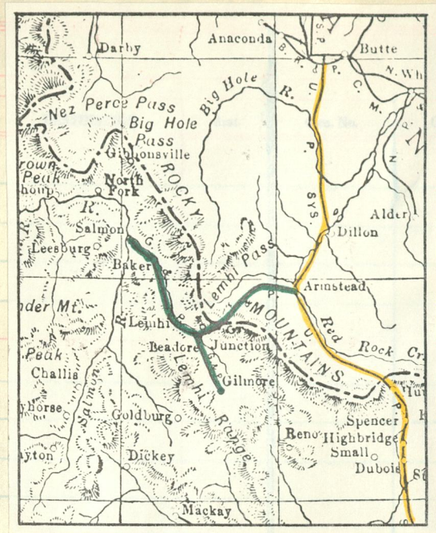


103

175

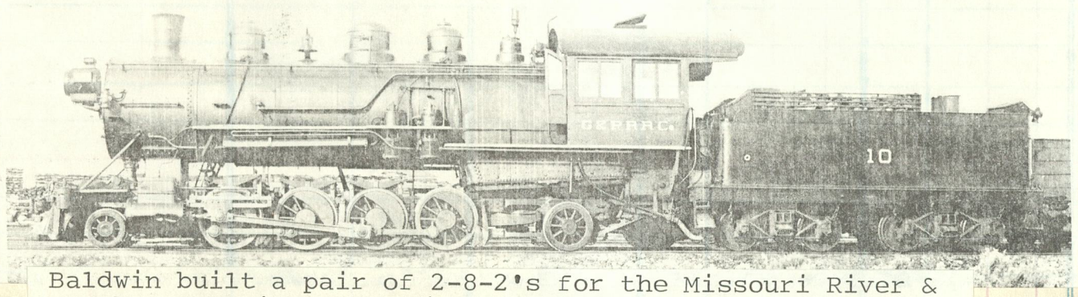
SELLER
DATE
FORM

Gilmore & Pittsburgh

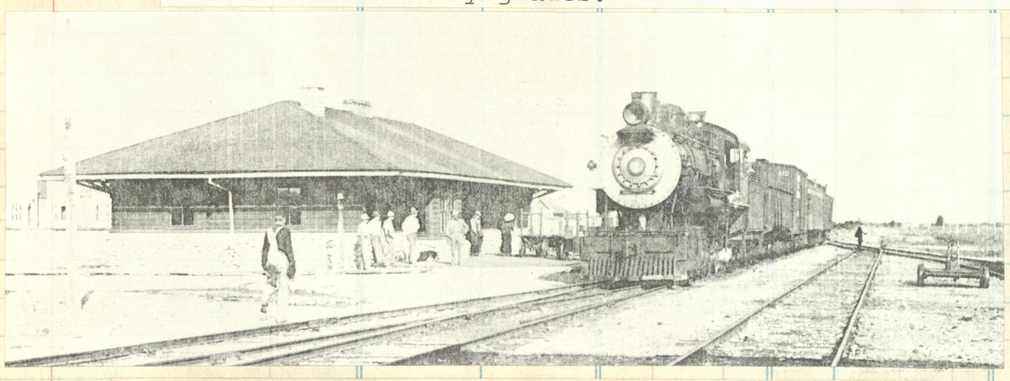


The Gilmore & Pittsburgh's line began at Armstead, Montana, on the Union Pacific and went southwest across the Continental Divide at Bannock Pass to Leadore, where the line branched to reach its two termini — Salmon (to the north) and Gilmore (to the south), in Idaho's Lemhi Valley -

Mikados Nos 10 & 11 head east out of Leadore with the mixed on the hard climb to Bannock Pass. These two Mikes were the mainstay of the G&P's motive power for the life of the road.

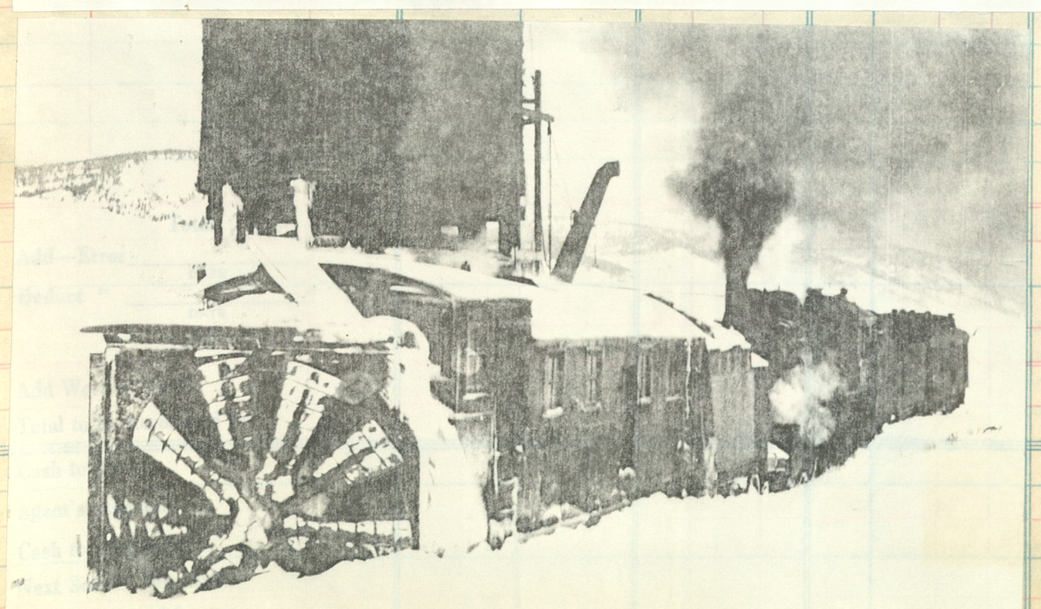


Baldwin built a pair of 2-8-2's for the Missouri River & NorthWestern in 1908, c/n's 32667 and 32268. The MR&NW couldn't pay for them and were sold to the G&P in 1909 and noed 10 & 11. Their 48" drivers made them well suited for the G&P's heavy grades.

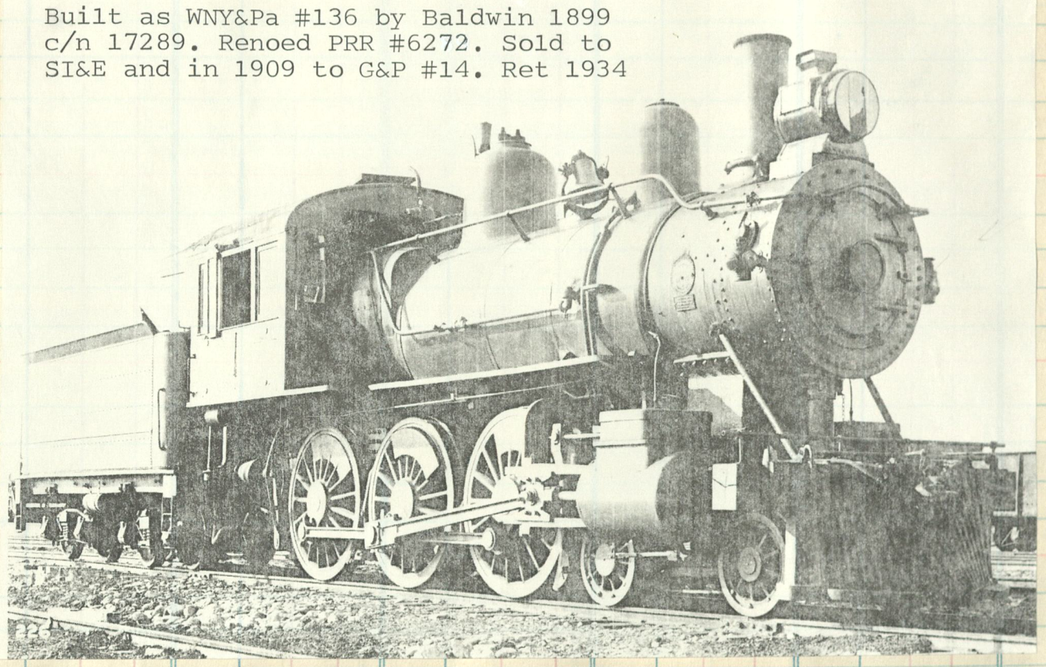


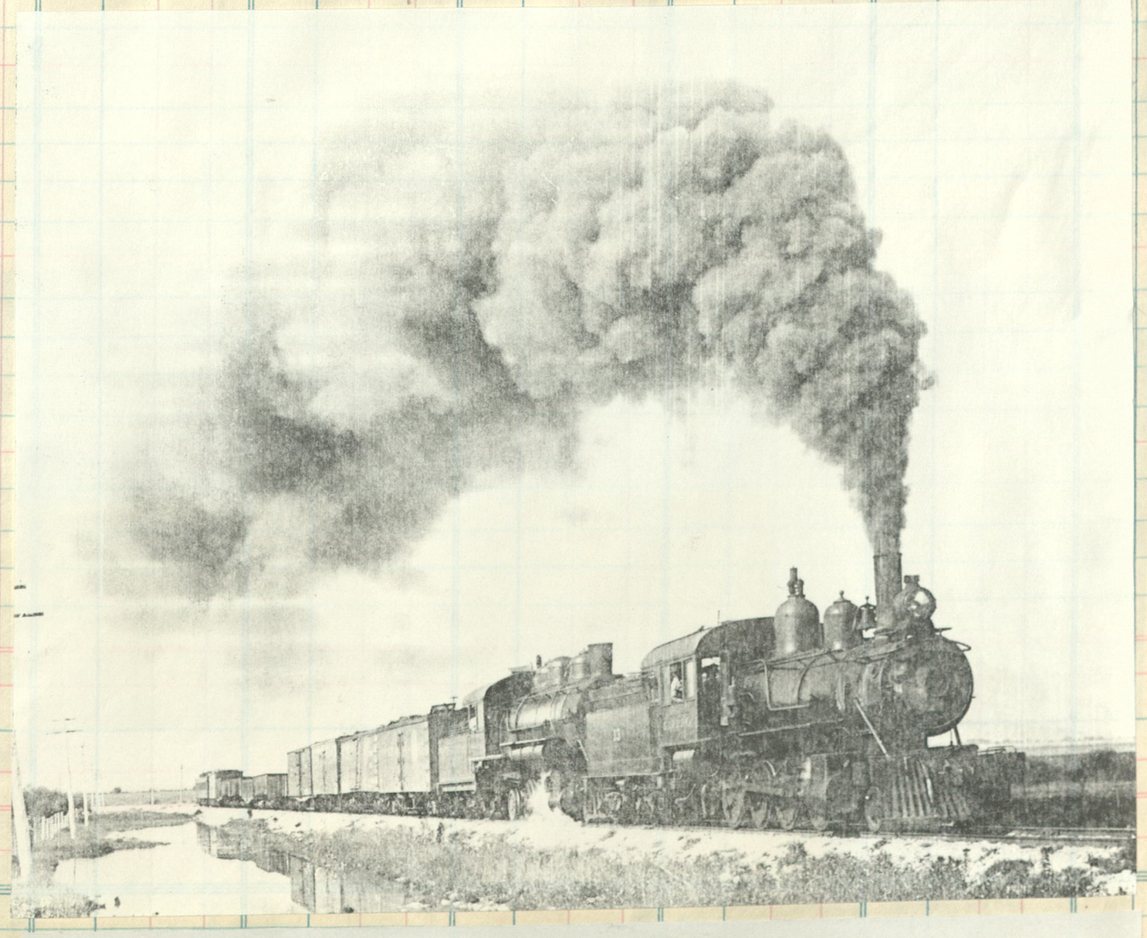
Station at the junction point of Leadore in August 1912. Train is being handled by Eng #11

Winters on the G&P could be miserable. The road was blockaded in January & February of 1916 with snow up to a depth of 16 ft. Here a borrowed N.P. rotary and a 2-8-0 are clearing the line between Leadore and Gilmore.



Built as WNY&Pa #136 by Baldwin 1899 c/n 17289. Renoed PRR #6272. Sold to SI&E and in 1909 to G&P #14. Ret 1934



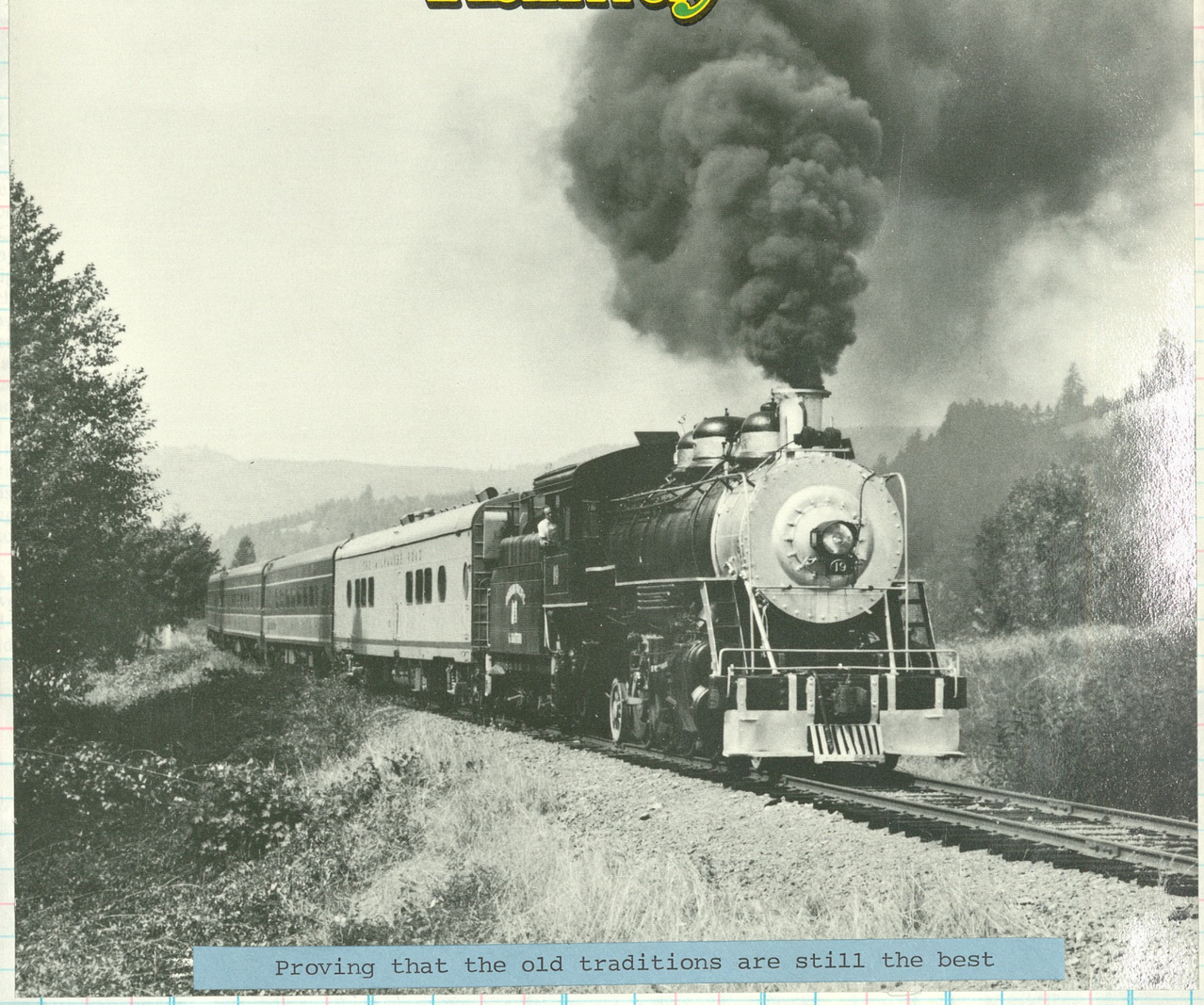


Engs 13 & 10 charge out of Leadore for Bannock Pass and connection with the U.P. at Armstead. #13, a 2-8-0, was built in 1890 by Baldwin (c/n 10567) as Western N.Y. & Pa. #113. To P.R.R. #6287, sold to SI&E and in 1909 became G&P #13.

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. N

Very few of us approaching a seventieth birthday can look as youthful and perky as No 19!

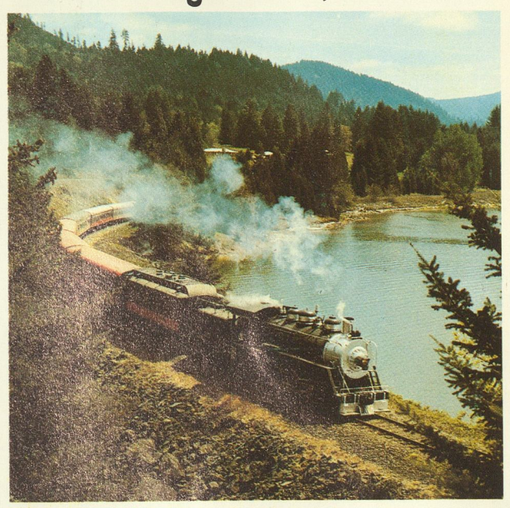
The Oregon Pacific & Eastern Railway



Proving that the old traditions are still the best

TRAIN TRIPS

Cottage Grove, Ore.



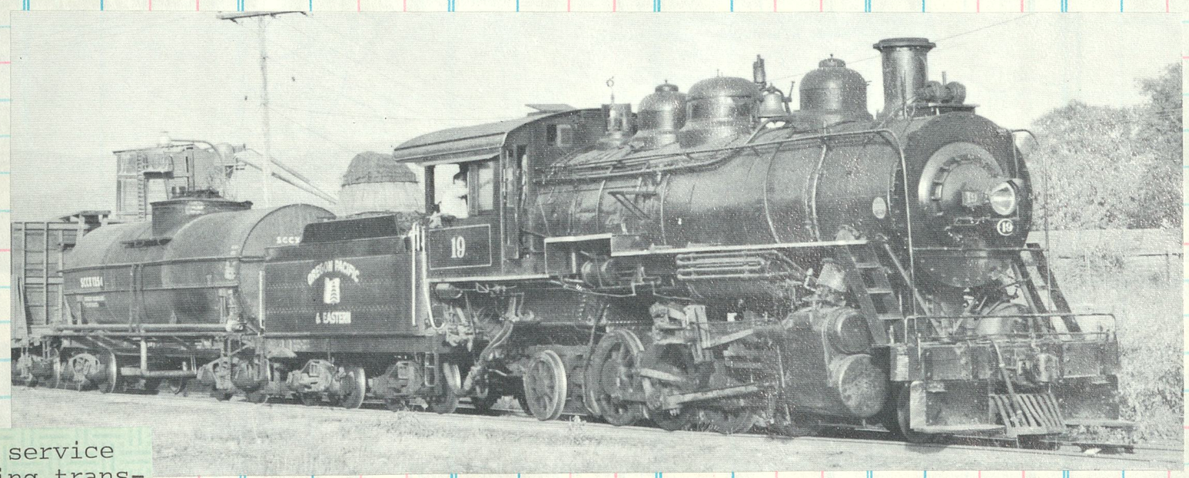
A 35-Mile Trip Into The Cascade Mountains

Turn back the clock. Climb aboard a time escape machine...back to the slow paced, leisurely past. Don't let the engine's 1914 vintage fool you. Her looks have been faithfully preserved. But underneath it all, "The Goose" has been refurbished to provide plenty of pulling power—along with wondrous quantities of hissing, chugging, and genuine old-time whistling. Steam locomotive weekends; diesel power daily. Coaches air conditioned. Lounge service.

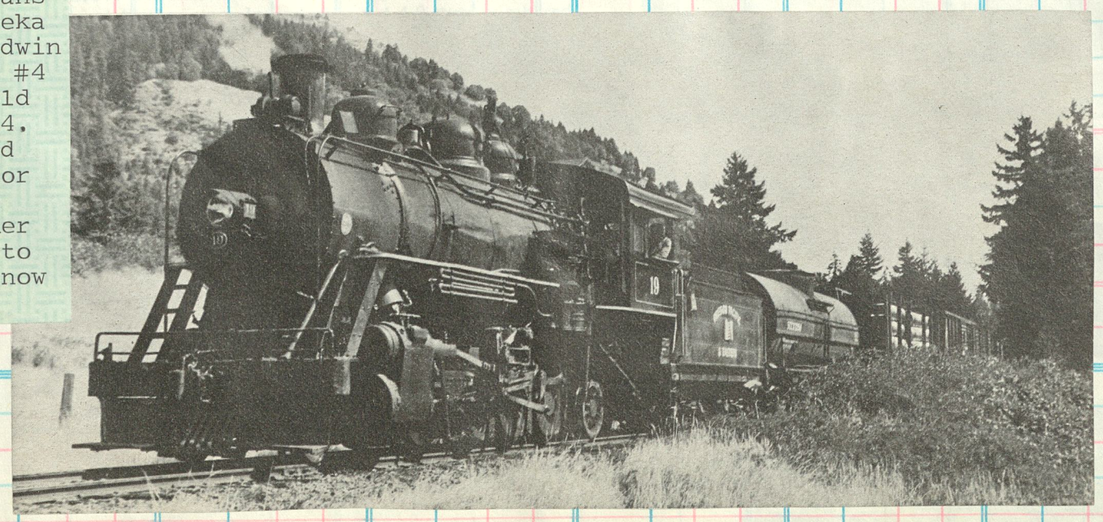
Behind "The Goose" you'll lounge in clean, comfortable passenger cars and gaze unhurriedly at Oregon's hidden, unspoiled greenery. You'll follow the route of Row River...steeped in rough hewn, early Oregon history. In those days, trains puffed and wheezed their way from the mining district to town with ores and concentrates and from forest to sawmill with huge loads of logs. Today, while still an active commercial freightway for the O.P.&E. railroad, "The Goose" will take you "first class" on your 35-mile tradition-filled journey.

TAKE **VILLAGE GREEN**
TURN OFF AT COTTAGE GROVE

OREGON PACIFIC & EASTERN RAILROAD
P.O. Box 565, Cottage Grove, Oregon 97424
Phone [503] 942-3368



No 19 in revenue service shortly after being transfered over from the Yreka Western. Built by Baldwin [c/n 42000] in 1915 as #4 of Caddo & Choctaw. Sold to Choctaw River Lbr #4. Purchased by the United Mining & Smelting Co for service in Mexico. The McCloud River bought her as their #19. In 1953 to Yreka Western #19 and now serving the O.P.& E.



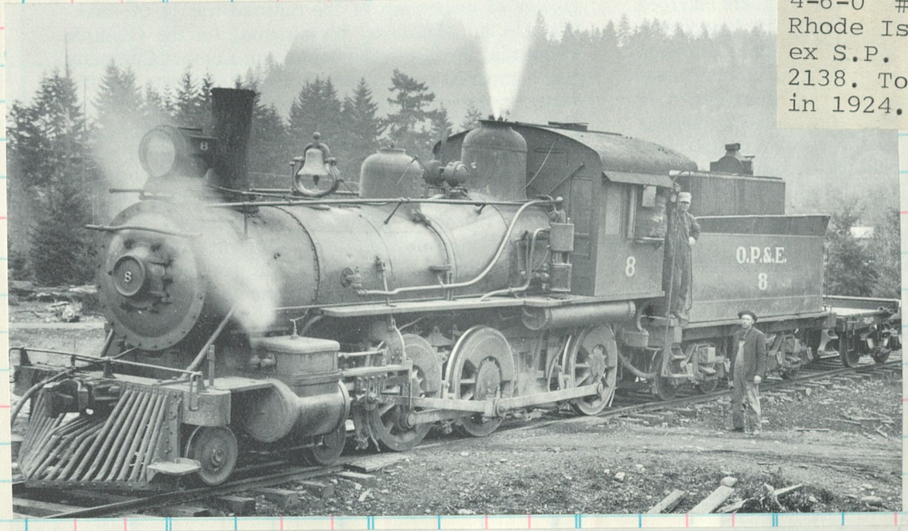
#19 wheels a N.R.H.S.Convention Special along the shore of Dorena Lake on 9/1/78

(LEFT) The railroad was but seven years old when it had its first disastrous wreck. On June 5, 1909 locomotive No. 4 and train fell into the Row River when the bridge at Currin collapsed. Note engine hanging perilously at the left end of bridge and passenger car on its side in the river. — COTTAGE GROVE MUSEUM

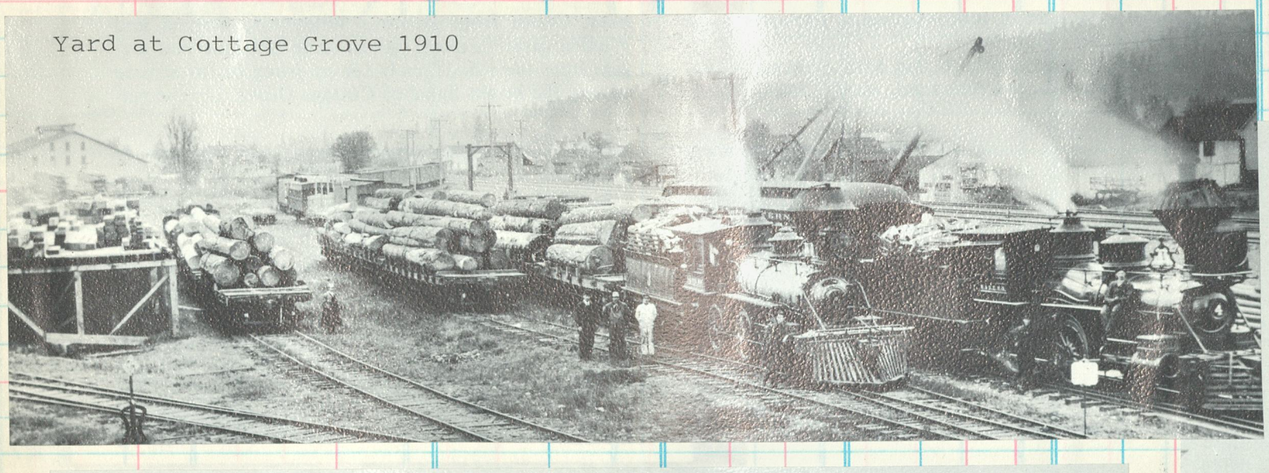
In 1914 a logging line was constructed up the mountainside from Rujada. It have five switch-backs. Shay locomotive No. 9 can be seen on this rugged line with train and crew posing for the photograph.

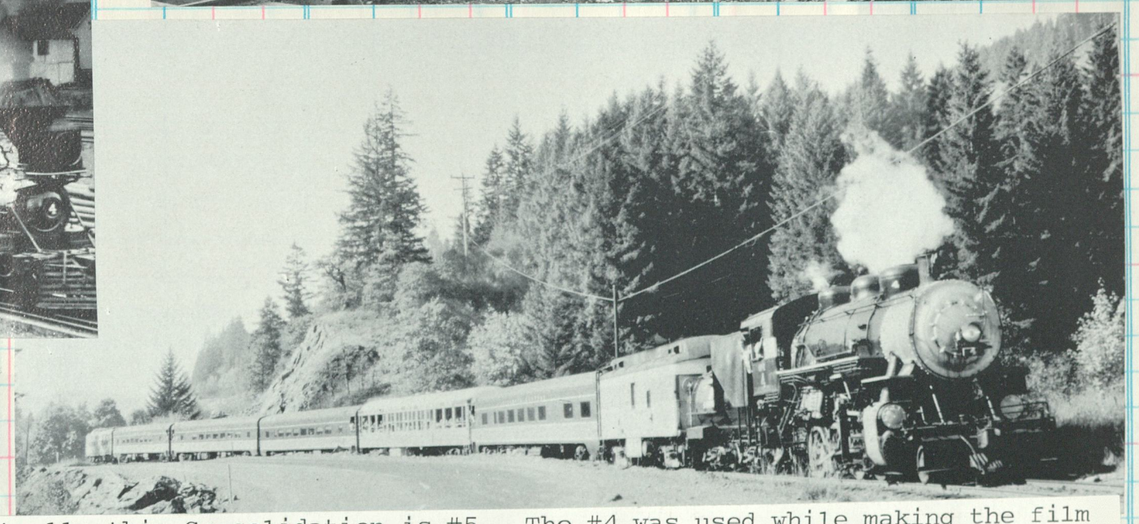
Clos. No. | Sold | Amount | Clos. No. | Sold

4-6-0 #8
Rhode Island 1888
ex S.P. 338, 1739,
2138. To O.P.& E.
in 1924. Ret 1941



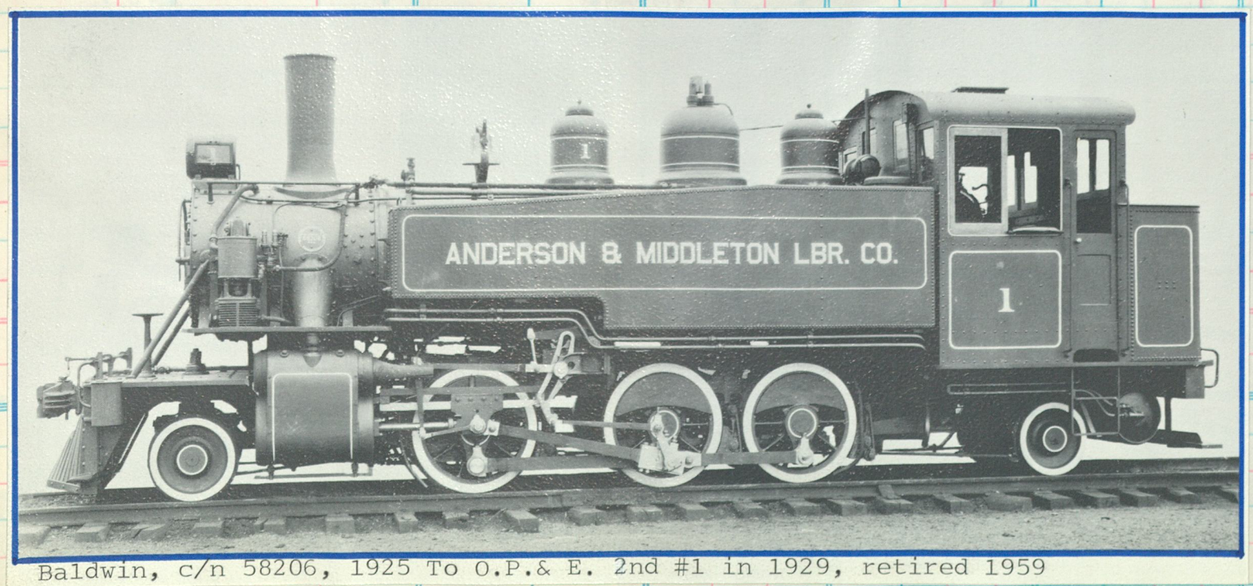
Yard at Cottage Grove 1910





Actually this Consolidation is #5. The #4 was used while making the film "Emperor of the North", along with #27 on opposite side. Purchased by the O.P.& E. in 1972 from the Magma Arizona (B1t by Brooks 1922 c/n 63549) and sold in 1978 to the Moody Foundation.

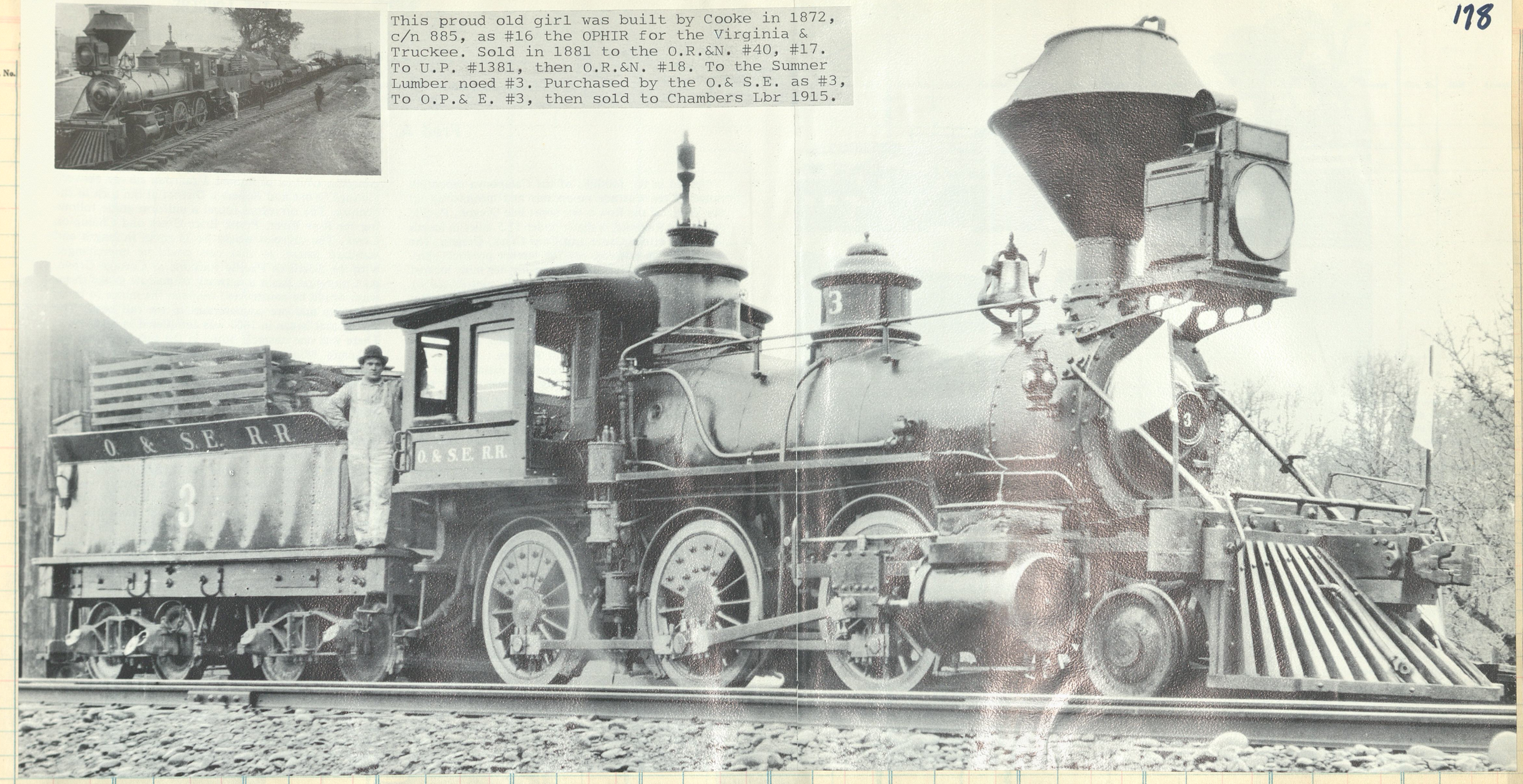
Purchased from Willamina & Grande Ronde Ry., it was No. 2, now No. 5, and given the name *Texas*. Note shield between drivers so brake shoes cannot be seen, giving the engine a Civil War look.



Baldwin, c/n 58206, 1925 To O.P.& E. 2nd #1 in 1929, retired 1959

Clos. No.

This proud old girl was built by Cooke in 1872, c/n 885, as #16 the OPHIR for the Virginia & Truckee. Sold in 1881 to the O.R.&N. #40, #17. To U.P. #1381, then O.R.&N. #18. To the Sumner Lumber noed #3. Purchased by the O.& S.E. as #3, To O.P.& E. #3, then sold to Chambers Lbr 1915.

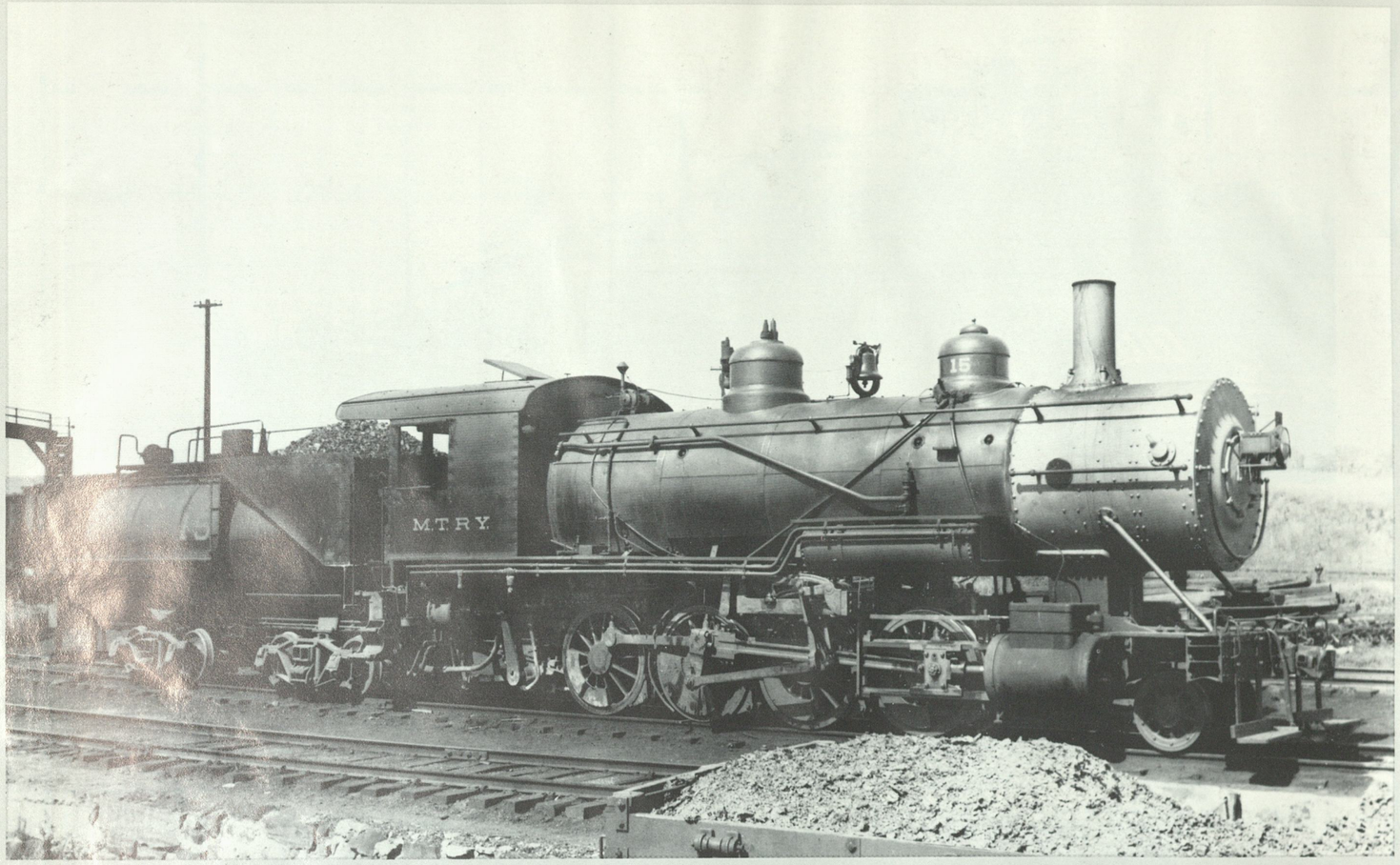


The big wreck scene! When the OP&E purchased the Willamina & Grand Ronde Railway locomotive No. 2, which was relettered No. 5 *Texas*, it was found that this engine was in better condition than OP&E's No. 5. So, the newly purchased No. 5 was in all the scenes until the day of the wreck scene, July 4, 1926 — then the locomotives were switched — and old No. 5 is seen crashing into the Row River. — COTTAGE GROVE MUSEUM

179

SELLER
DATE
FORM | DESTINATION | Amt. | Com. No.

PROMISCUOUS



Minnesota ~~Terminal~~ 15 (above) was built to become Tonopah & Goldfield 59, but went instead to a construction company and from there to its ultimate owner. St. Paul, August 13, 1935.

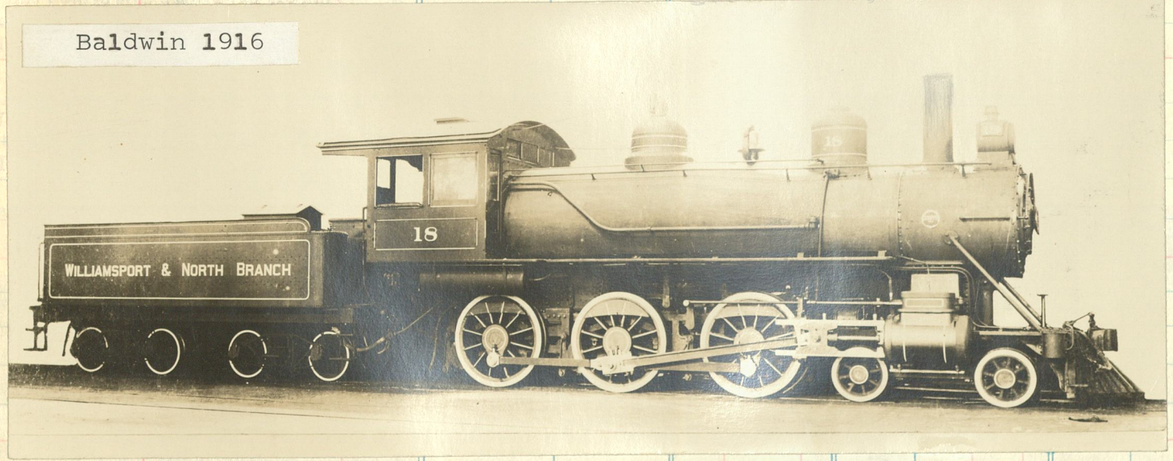
Baldwin 1908

C/n 31975. Delivered to L. C. Smith Constr Co #650, sold to Minnesota Transfer #15.

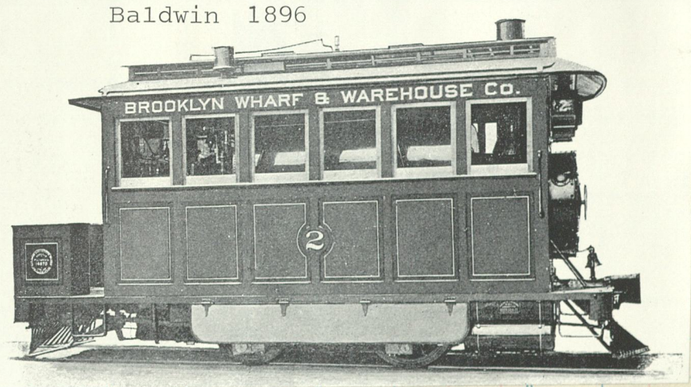
Sold | Amount | Clos. No. | Sold | Amount

15V

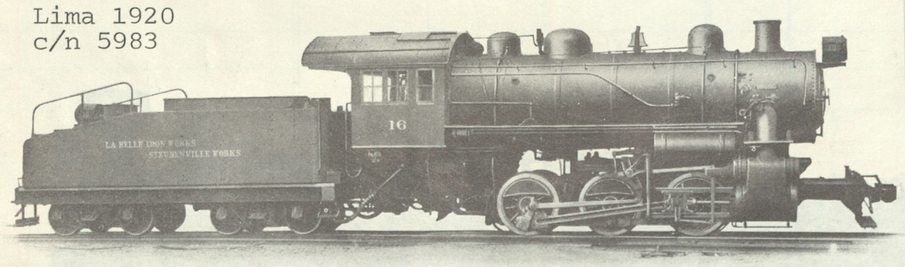
Baldwin 1916



Baldwin 1896



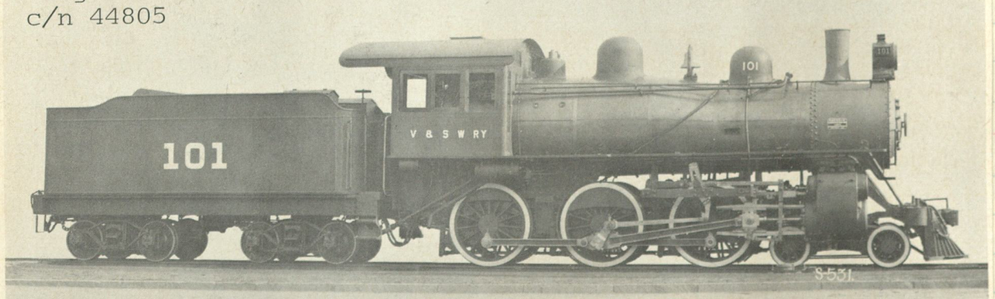
Lima 1920
c/n 5983

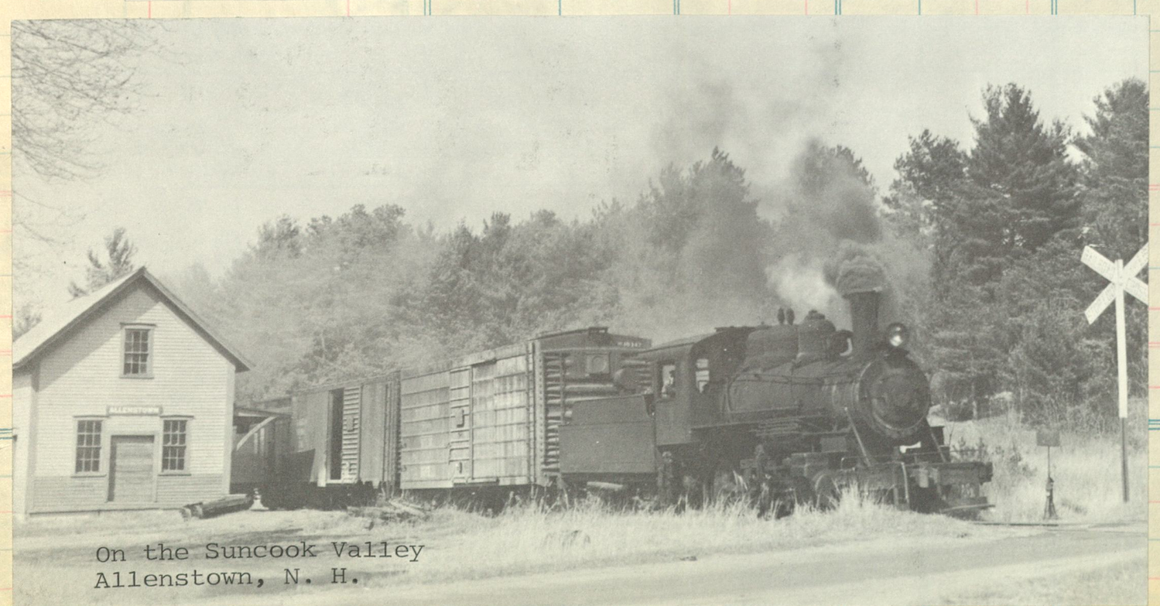


22" x 28" Direct Connected Locomotive Built for LaBelle Iron Works

Virginia & SouthWestern
c/n 44805

Schen 1907





On the Suncook Valley
Allenstown, N. H.

Lima 1915

Fig. 25—Six-Wheel (0-6-0) Saddle Tank Locomotive for Switching Service. Built for the Toledo Furnace Company by the Lima Locomotive Works.

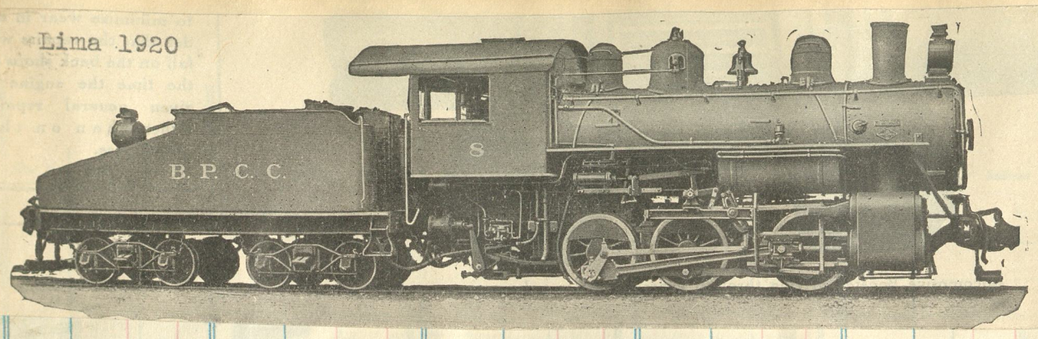
c/n 5055

Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,100 sq. ft.
Cylinder	17 in. x 24 in.	Heating Surface, Firebox	95 sq. ft.
Steam Pressure	185 lbs.	Heating Surface, Total	1,195 sq. ft.
Diam. of Drivers	44 in.	Grate Area	20.5 sq. ft.
Tractive Effort	24,800 lbs.	Weight on Drivers	120,000 lbs.
Rigid Wheel Base	10 ft.	Weight, Total	120,000 lbs.
Total Wheel Base	10 ft.	Fuel	Soft coal

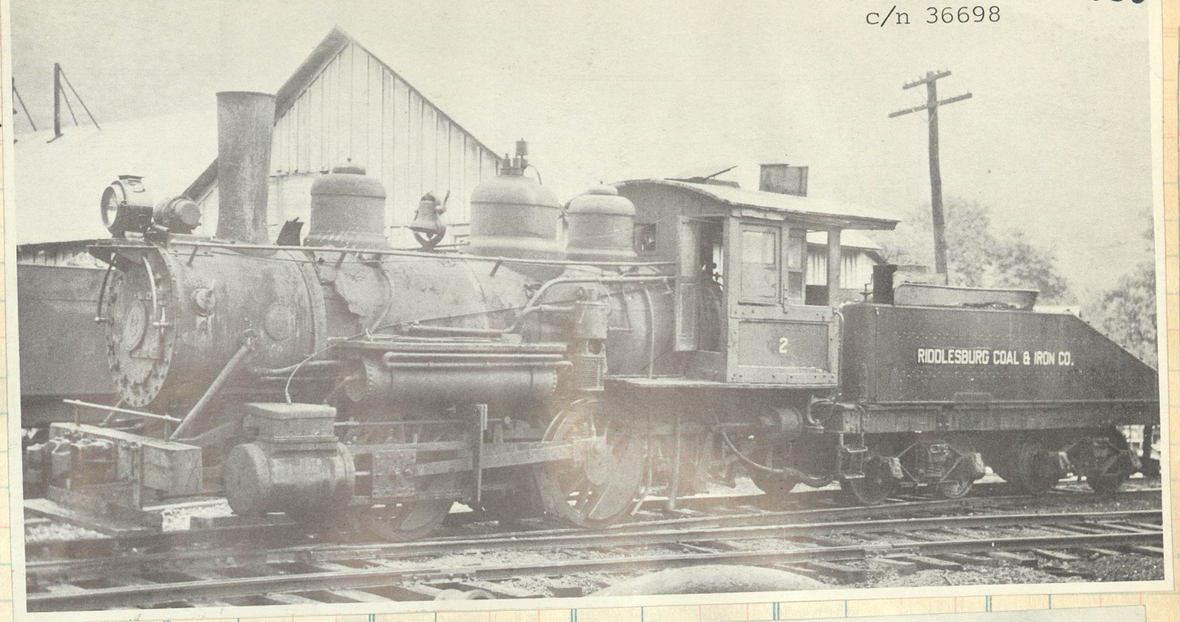
Clos. No. | Sold | Amount

Clos.

Lima 1920



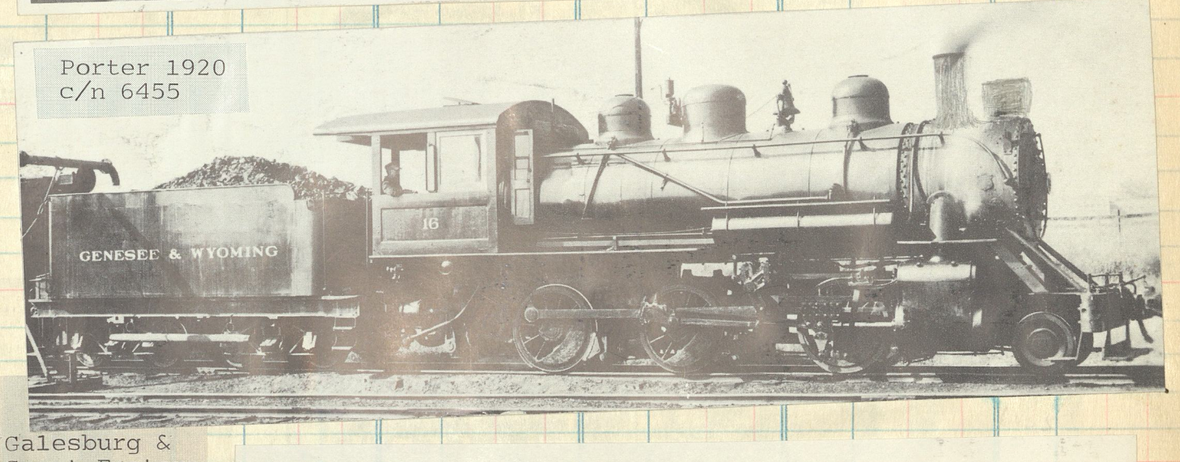
Baldwin 1911
c/n 36698



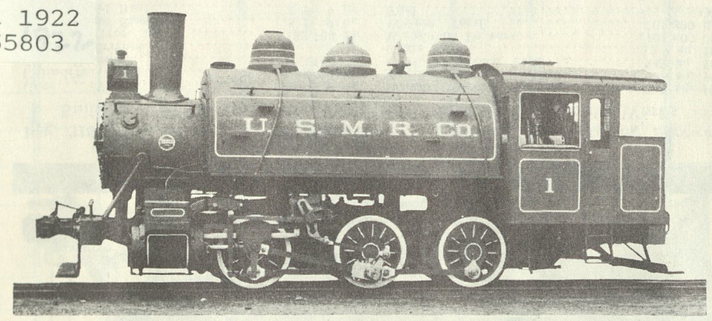
Carolina Southern

The 100, a 2-6-0, blt by Cooke in 1923 (c/n 65201) for a Cuban sugar company. Undelivered until sold to the Carolina Southern in 1927

Porter 1920
c/n 6455



Built 1922
c/n 55803



Galesburg &
Great Eastern

Lima 1920
c/n 5985

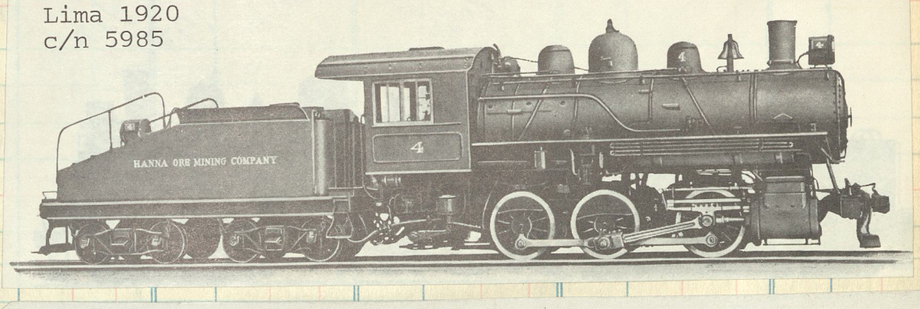
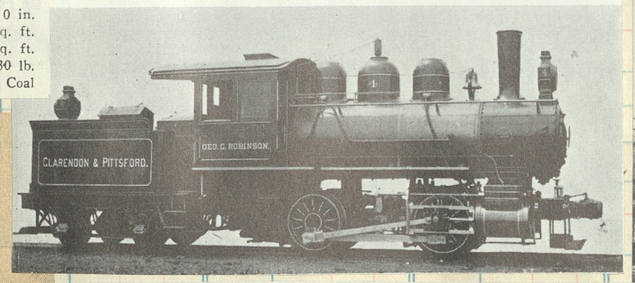


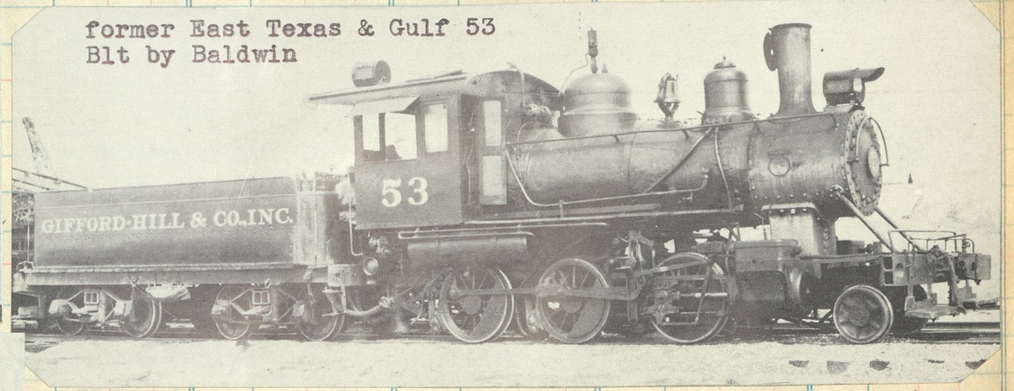
Fig. 3186—Six-Wheel (0-6-0) Saddle Tank Locomotive. Built for the United States Metals Refining Company by The Baldwin Locomotive Works.

Gage	4 ft. 8½ in.	Wheel Base	11 ft. 0 in.
Cylinders	18 in. x 24 in.	Heating Surface	1,331 sq. ft.
Steam Pressure	185 lb.	Grate Area	20.2 sq. ft.
Diam. of Drivers	44 in.	Weight of Engine	121,130 lb.
Tractive Force	27,800 lb.	Fuel	Soft Coal

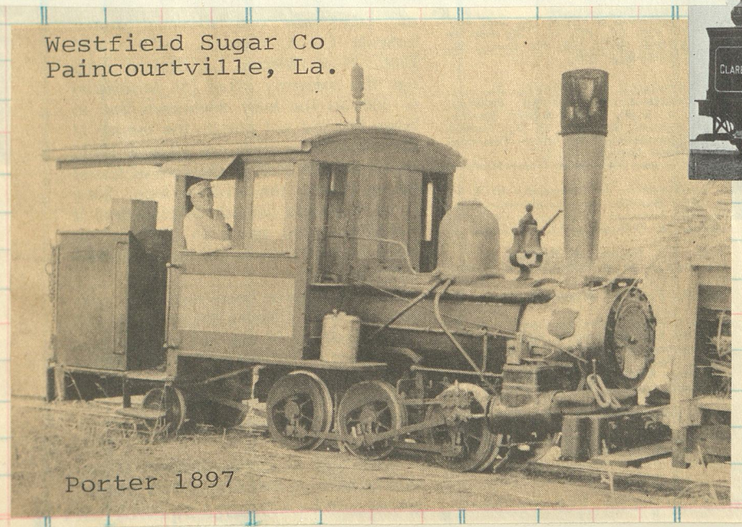
FOR THE MARBLE quarries near Rutland, Vt., this 0-4-0 with diminutive tender was built in 1901. (Collection of C. A. Brown)



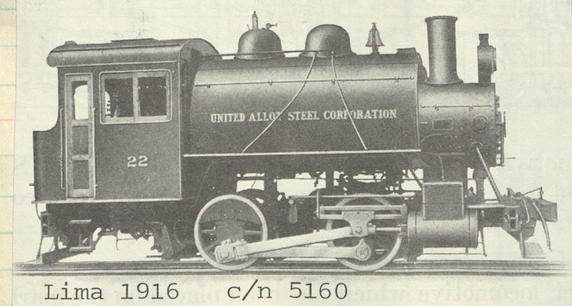
former East Texas & Gulf 53
Blt by Baldwin



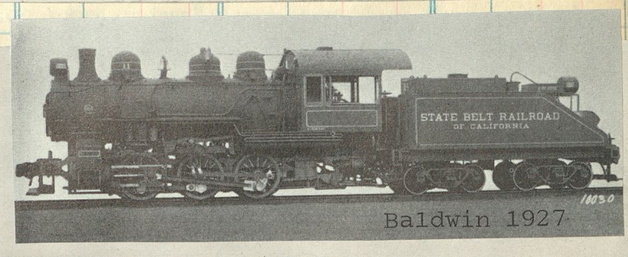
Westfield Sugar Co
Paincourtville, La.



Porter 1897

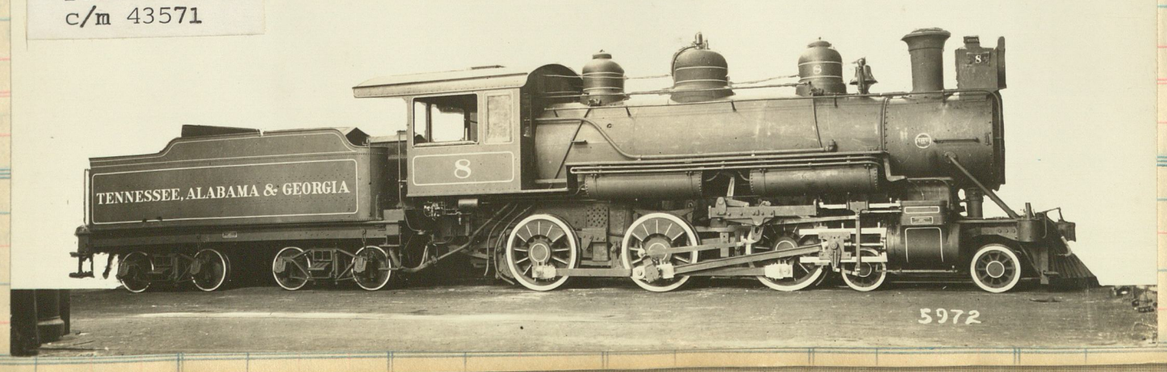


Lima 1916 c/n 5160

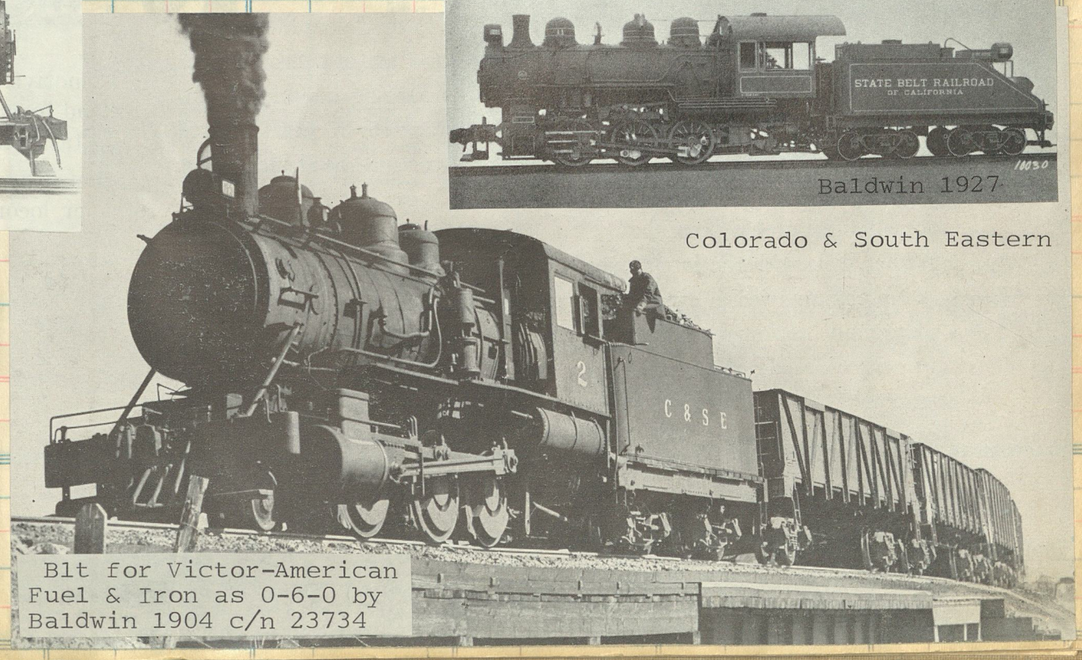


Baldwin 1927

Baldwin 1916
c/m 43571



Colorado & South Eastern



Blt for Victor-American Fuel & Iron as 0-6-0 by Baldwin 1904 c/n 23734

181

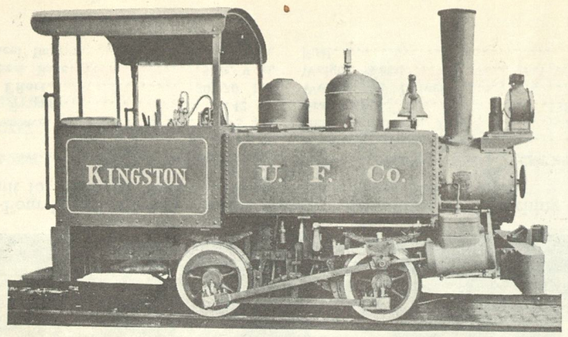
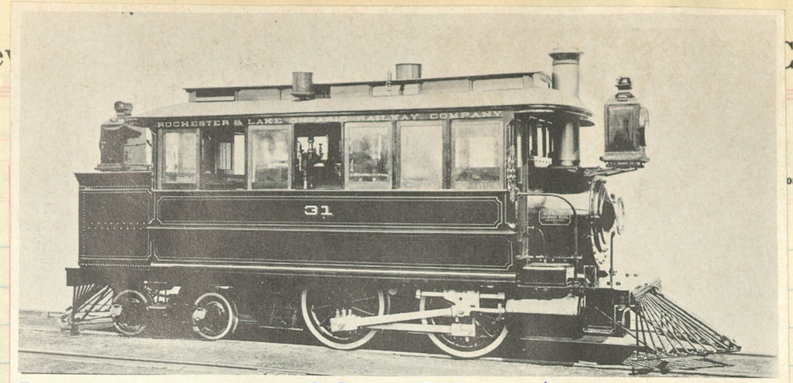
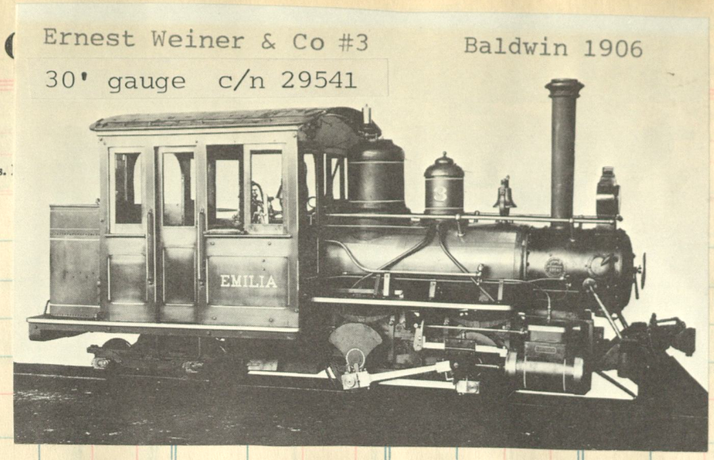


Fig. 5—Four-Wheel (0-4-0) Side Tank Locomotive for Switching Service. Built for United Fruit Co. by the H. K. Porter Company.

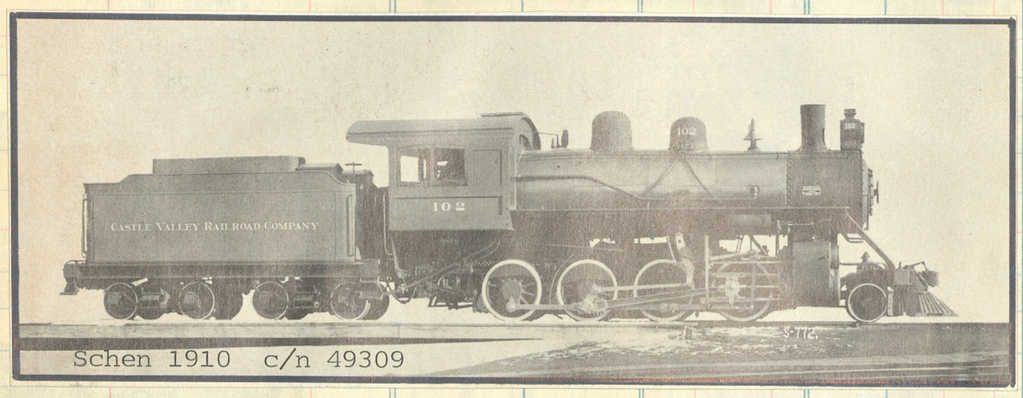
Gage	4 ft. 8½ in.	Heating Surface, Tubes	114.2 sq. ft.
Cylinders	7 in. x 12 in.	Heating Surface, Firebox	25.8 sq. ft.
Steam Pressure	170 lbs.	Heating Surface, Total	140 sq. ft.
Diam. of Drivers	24 in.	Grate Area	5.97 sq. ft.
Tractive Effort	3,540 lbs.	Weight on Drivers	18,000 lbs.
Rigid Wheel Base	4 ft. 8 in.	Weight, Total	18,000 lbs.
Total Wheel Base	4 ft. 8 in.	Fuel	Soft coal



Rochester & Lake Ontario Schen 1885 c/n 1936 31 0-4-4T



Amount | Clos. No. | Sold | Amount



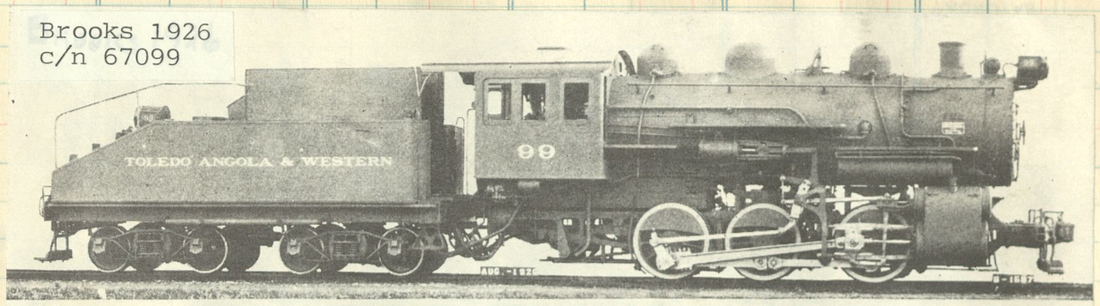
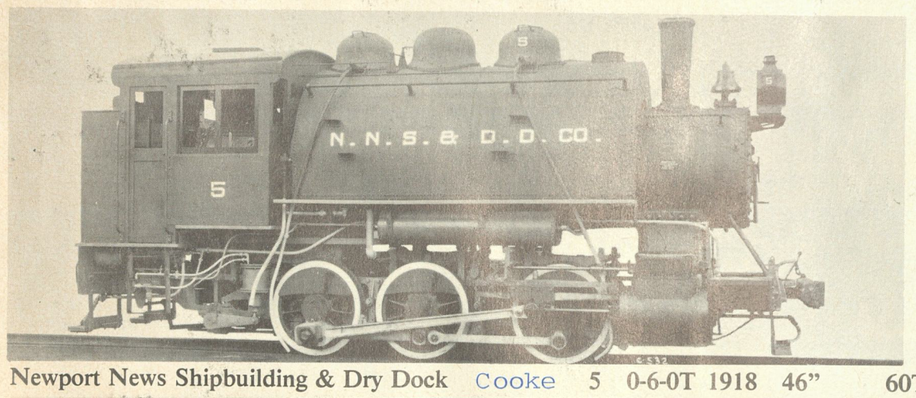


Fig. 13—Toledo, Angola & Western 0-6-0 (Six-Wheel) Switching Locomotive. Built by the American Locomotive Company.

Cylinders, diameter and stroke	21 in. x 26 in.	Fuel	Soft coal
Tractive force	35,100 lb.	Grate area	31.6 sq. ft.
Cylinder horsepower (Co'e)	1,323 hp.	Steam pressure	180 lb.
Drivers, diameter	50 in.	Evaporative heating surface	1,915 sq. ft.
Weight on drivers	150,500 lb.	Superheating surface	none
Driving wheel base	11 ft. 0 in.	Tender capacity	5,000 gal., 8 tons



Newport News Shipbuilding & Dry Dock Cooke 5 0-6-0T 1918 46" 60T

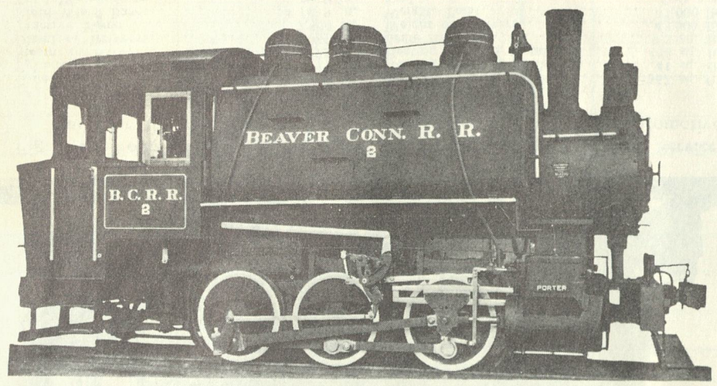
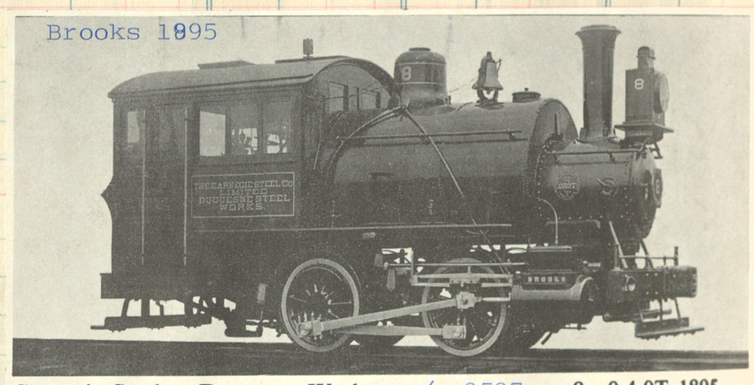


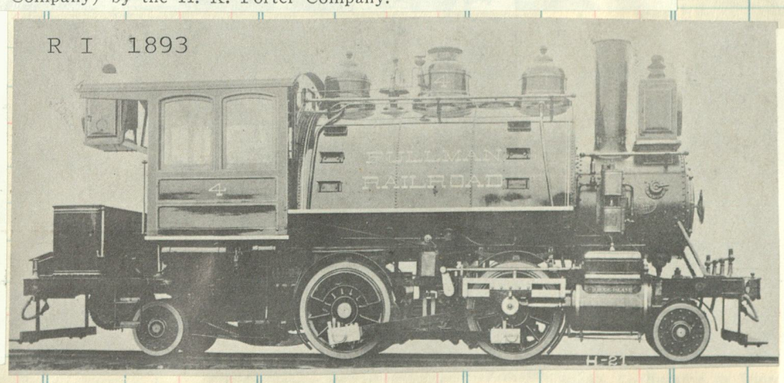
Fig. 3187—Six-Wheel (0-6-0) Saddle Tank Locomotive for Industrial Switching Service. Built for the Beaver Connecting R. R. (Pressed Steel Car Company) by the H. K. Porter Company.

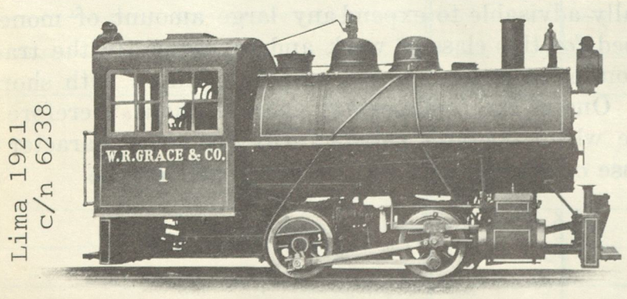


Carnegie Steel — Duquesne Works c/n 2527 8 0-4-0T 1895

to Calumet & Blue Island,
then E.J.& E.

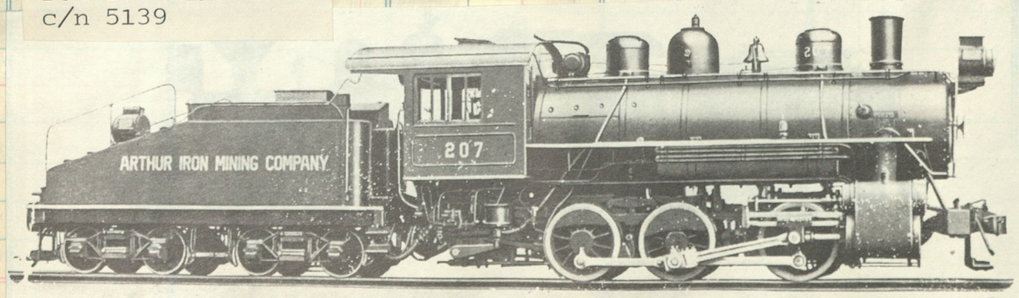
Chicago, Lake Shore & Eastern #100, 1905, 0-8-0 type. Baldwin



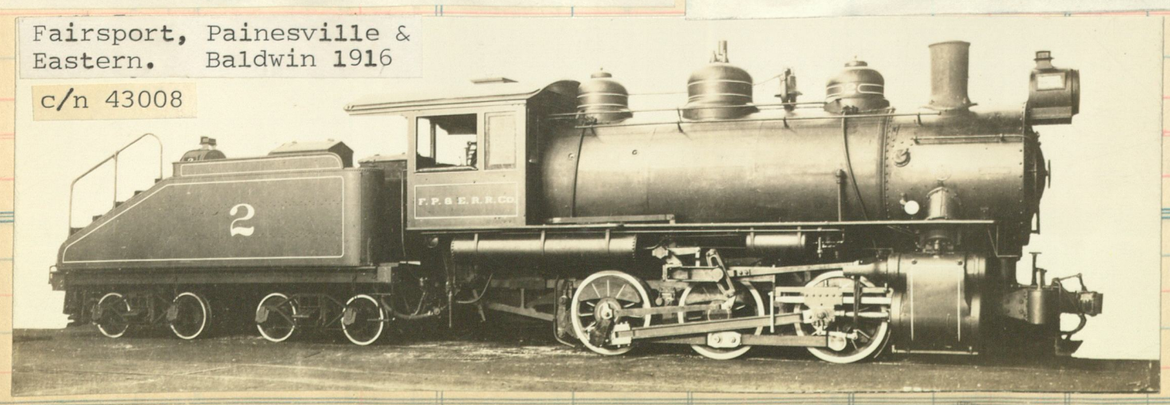


10" x 16" Direct Connected Locomotive Built for W. R. Grace & Company

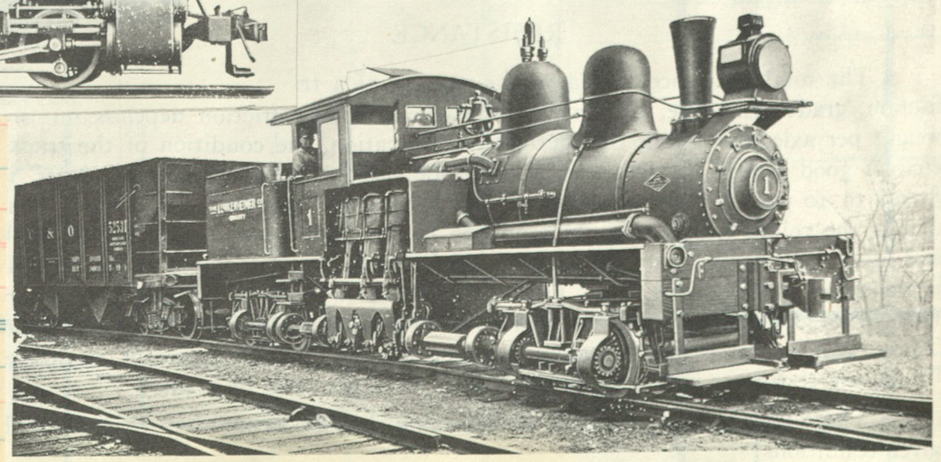
201-208 LIMA 1916
c/n 5139



Fairsport, Painesville &
Eastern. Baldwin 1916
c/n 43008



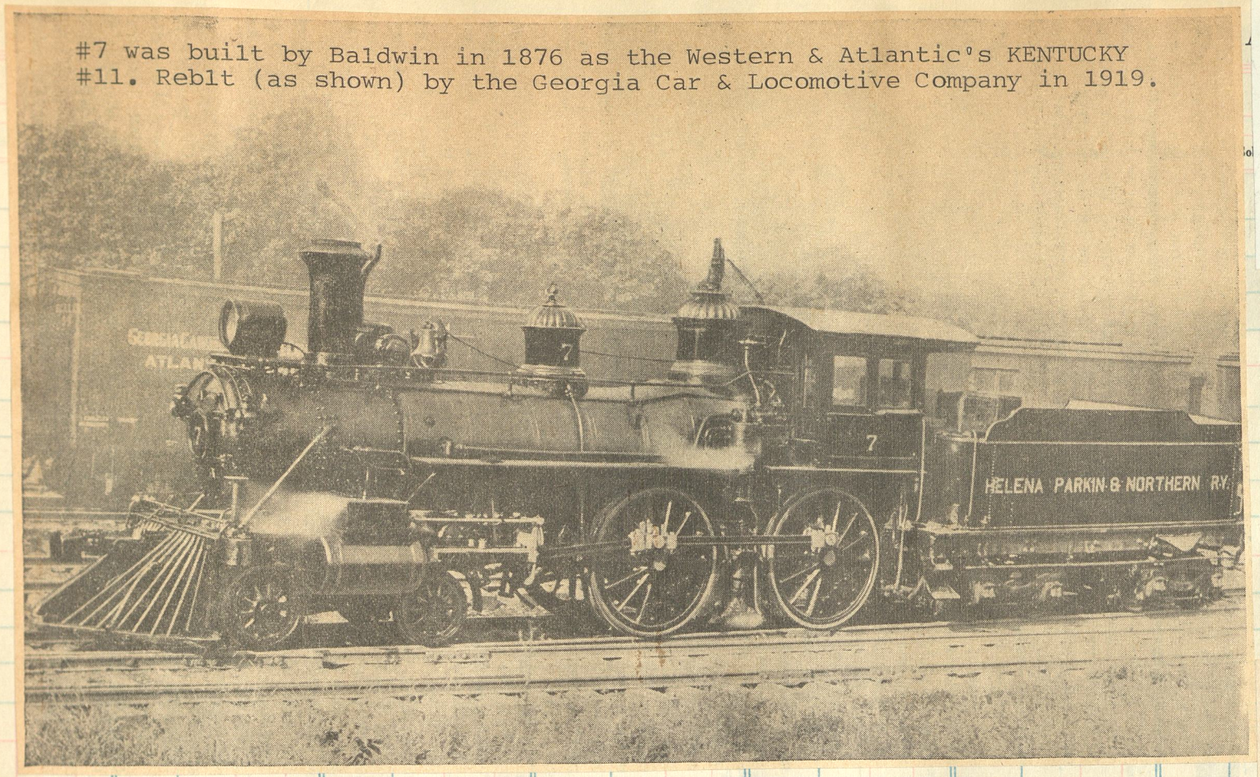
F P & E



Forty-Two Ton Shay—The Lunkenheimer Co.

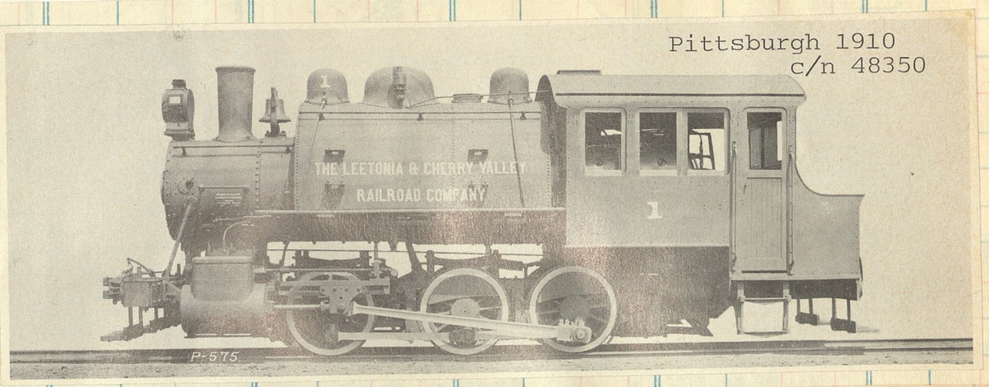
Cus. No. | Sold | ... | Amount

#7 was built by Baldwin in 1876 as the Western & Atlantic's KENTUCKY #11. Rebl t (as shown) by the Georgia Car & Locomotive Company in 1919.

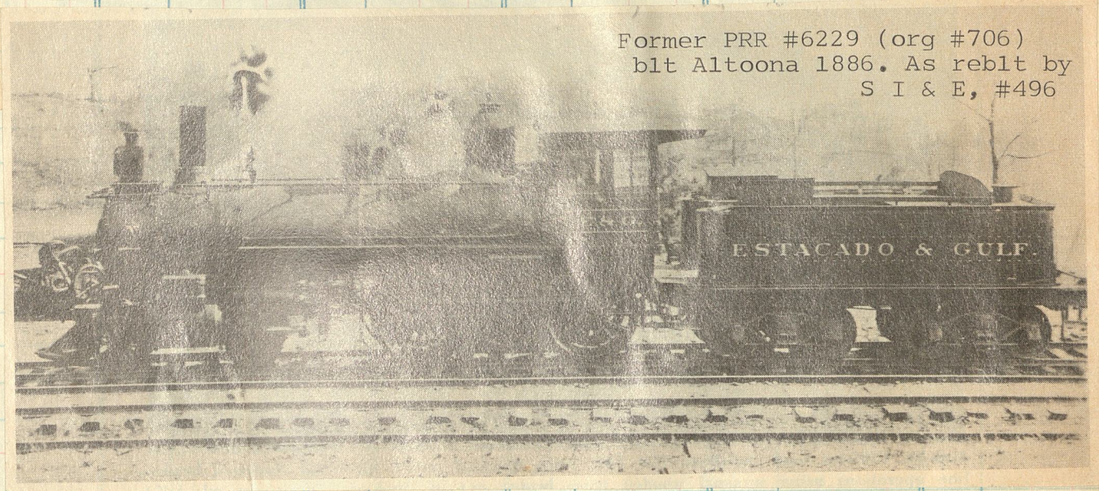


Baldwin 1928
c/n 60341

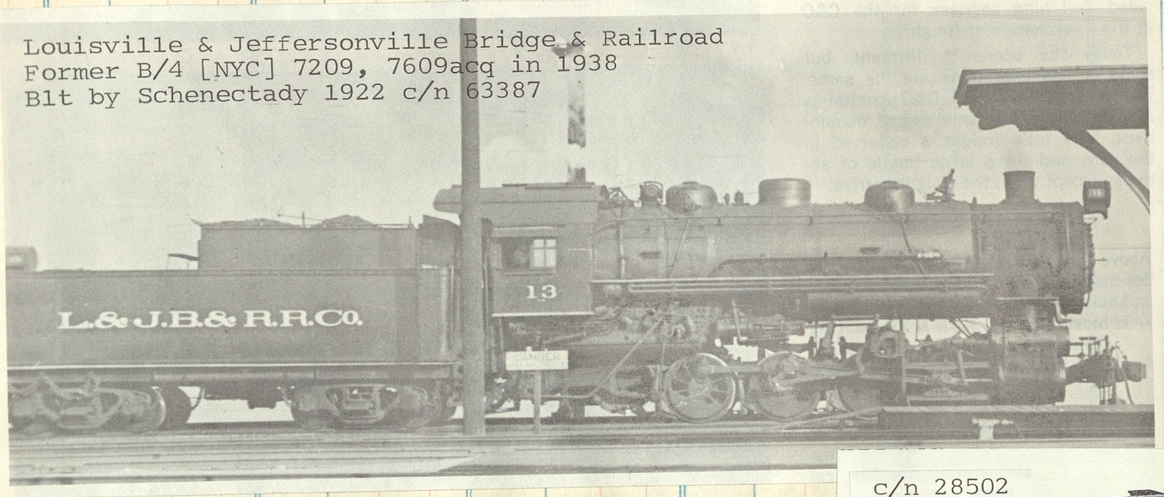
Pittsburgh 1910
c/n 48350



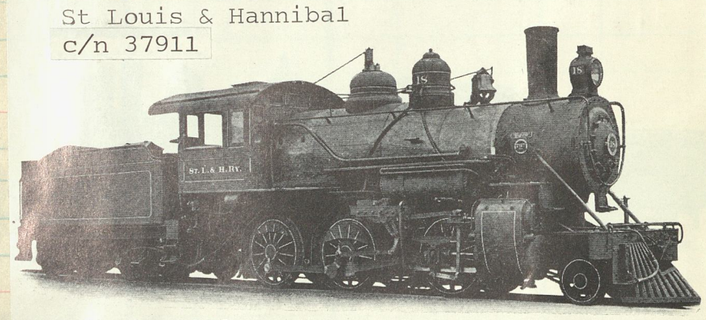
Former PRR #6229 (org #706)
blt Altoona 1886. As rebl t by
S I & E, #496



Louisville & Jeffersonville Bridge & Railroad
Former B/4 [NYC] 7209, 7609acq in 1938
Blt by Schenectady 1922 c/n 63387

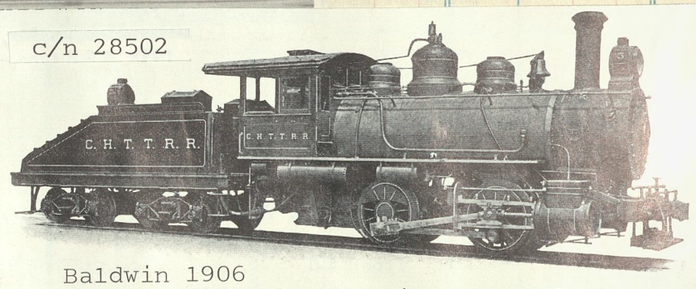


St Louis & Hannibal
c/n 37911



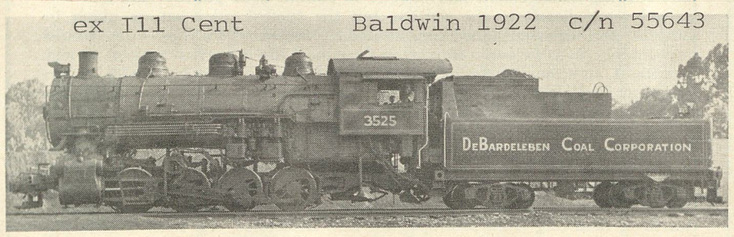
Baldwin 1912

c/n 28502

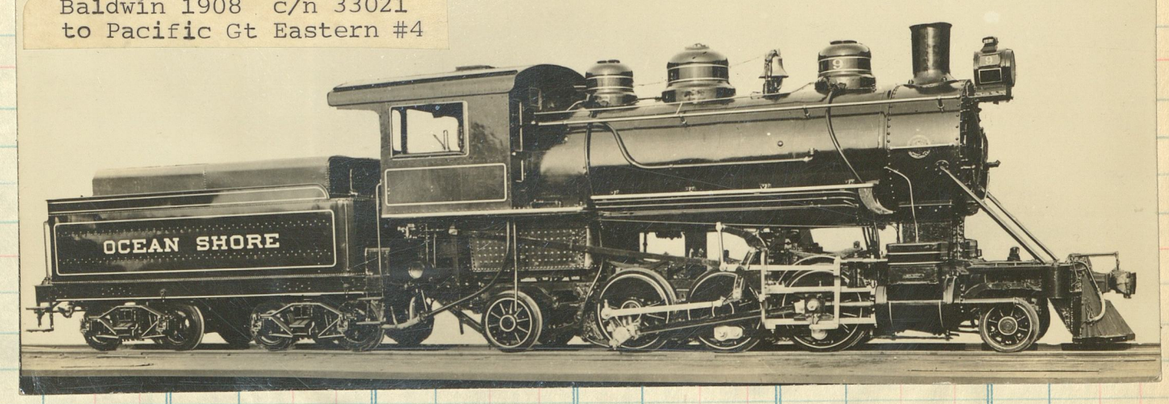


Baldwin 1906
Chicago Heights Terminal Transfer

ex I11 Cent Baldwin 1922 c/n 55643



Baldwin 1908 c/n 33021
to Pacific Gt Eastern #4

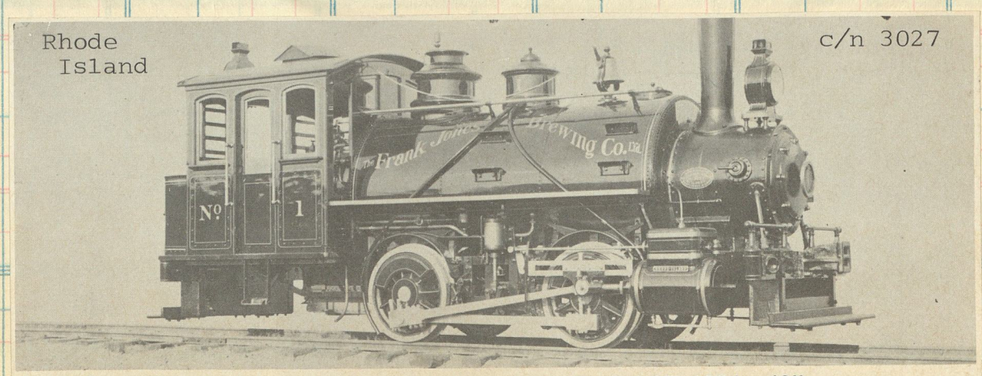


Pittsburgh
1910
c/n 48349

Fig. 7—Four-Wheel (0-4-0) Saddle Tank Locomotive for Switching Service. Built for M. A. Hanna & Co. by the American Locomotive Co. Cylinders, 17 in. x 24 in. Working Steam Pressure, 170 lbs. per sq. in. Diameter of Drivers, 46 in. Tractive Effort, 21,790 lbs. Heating Surface—Tubes, 965.1 sq. ft.; Firebox, 85 sq. ft.; Total, 1,050.1 sq. ft. Grate Area, 12.9 sq. ft. Rigid Wheel Base, 7 ft. Total Engine Wheel Base, 7 ft. Weight on Drivers, 103,500 lbs. Weight of Engine, 103,500 lbs. Fuel, Soft Coal.

Boiler, Diameter	51 in.	Total Heating Surface ÷ Grate Area	81.50
Firebox, Length	72 3/16 in.	Firebox Heating Surface ÷ Total Heating Surface, per cent	8.20
Firebox, Width	41¼ in.	Total Weight ÷ Total Heating Surface	98.60
Tubes, Number	164	Volume both Cylinders, cu. ft.	6.34
Tubes, Diameter	2 in.	Total Heating Surface ÷ Vol. Cylinders	165.80
Tubes, Length	12 ft. 1 in.	Grate Area ÷ Vol. Cylinders	2.04
Weight Drivers ÷ Tractive Effort	4.75	Tank Capacity, Water	1,500 gals.
Tractive Effort × Diam. Drivers ÷ Heating Surface	954.60	Fuel Capacity, Coal	1 ton

Rhode Island c/n 3027



Frank Jones Brewing **1 0-4-0T 1894 40”**

61-62
Brooks 1925
c/n 66400

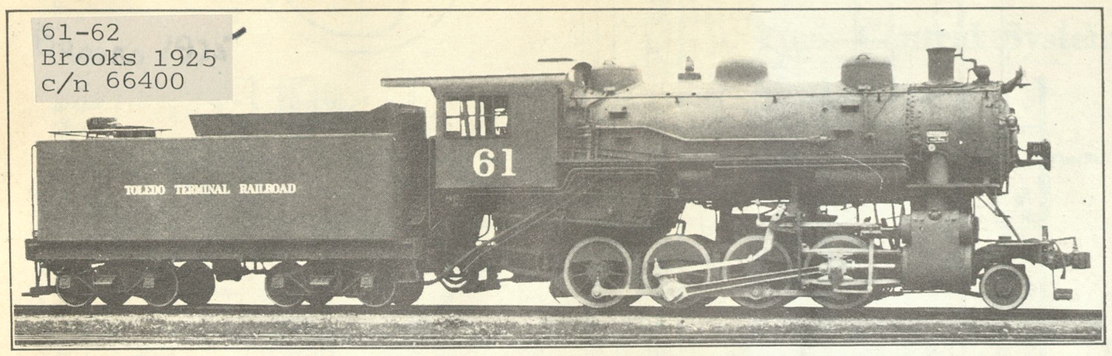


Fig. 50—Toledo Terminal 2-8-0 (Consolidation) Type Locomotive for Transfer Service. Built by the American Locomotive Company.

c/n 66400

Cylinders, diameter and stroke	22 in. x 28 in.	Driving wheel base	14 ft. 3 in.
Tractive force	41,800 lb.	Total engine wheel base	23 ft. 4 in.
Cylinder horsepower	1,612 hp.	Fuel	Soft coal
Drivers, diameter	51 in.	Grate area	54.5 sq. ft.
Weight on drivers	179,000 lb.	Steam pressure	185 lb.
Weight on front truck	23,000 lb.	Evaporative heating surface	2,425 sq. ft.
Total weight of engine	202,000 lb.	Superheating surface	518 sq. ft.
Weight of tender	150,900 lb.	Tender capacity	8,500 gal., 12 tons

#11-12
Rogers 1910
c/n 46934

Fig. 14—Four-Coupled (0-4-2) Saddle Tank Locomotive with Trailing Truck for Contractors' Service. Built for Henry Steers, Inc. by the American Locomotive Company. Cylinders, 14 in. x 22 in. Working Steam Pressure, 165 lbs. per sq. in. Diameter of Drivers, 44 in. Tractive Effort, 13,744 lbs. Heating Surface—Tubes, 643 sq. ft.; Firebox, 54 sq. ft.; Total, 697 sq. ft. Grate Area, 14.2 sq. ft. Rigid Wheel Base, 7 ft. Total Engine Wheel Base, 14 ft. 7 in. Weight on Drivers, 67,000 lbs. Total Weight of Engine, 78,000 lbs. Fuel, Soft Coal.

Boiler, Diameter	43¾ in.	Tubes, Diameter	2 in.
Firebox, Length	46 3/16 in.	Tubes, Length	11 ft. 8 in.
Firebox, Width	44⅜ in.	Tank Capacity, Water	1,160 gals.
Tubes, Number	106	Tender Capacity, Coal	2 tons

Baldwin 1907 c/n 32497
to Fernandino Ry #3

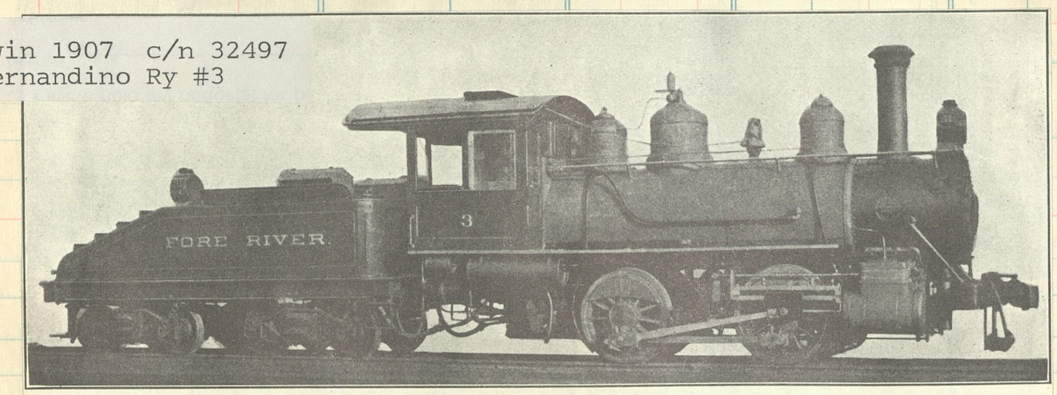
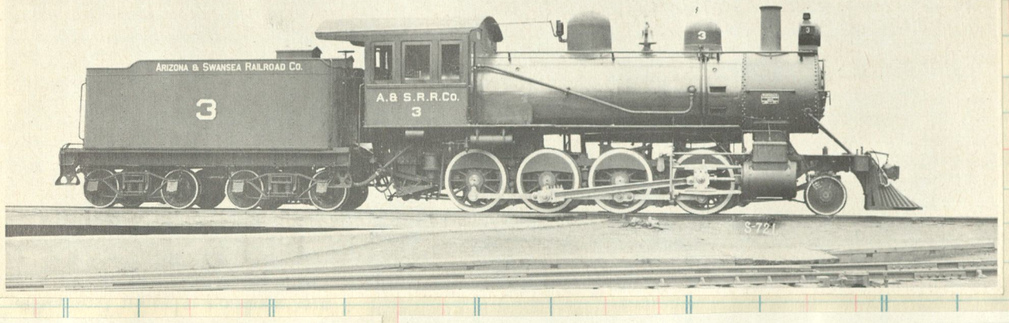


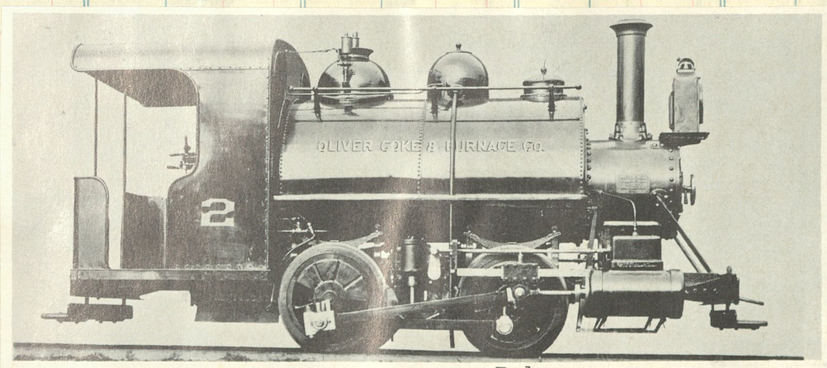
Fig. 13—Four-Wheel (0-4-0) Locomotive for Switching Service. Built for the Fore River Ship Building Co. by the Baldwin Locomotive Works. Cylinders, 15 in. x 24 in. Working Steam Pressure, 180 lbs. per sq. in. Diameter of Drivers, 50 in. Tractive Effort, 16,560 lbs. Heating Surface—Tubes, 928.5 sq. ft.; Firebox, 83.5 sq. ft.; Total 1,012 sq. ft. Grate Area, 12.8 sq. ft. Rigid Wheel Base, 7 ft. Total Weight of Engine, 75,380 lbs. Fuel, Soft Coal.

Schen 1910
c/n 48024



Baldwin 1896
c/n 14874
3' gauge

NARROW-GAUGE FOUR-COUPLED DOUBLE-ENDER ENCLOSED LOCOMOTIVE, SAN JOSÉ & ALUM ROCK RAILWAY.

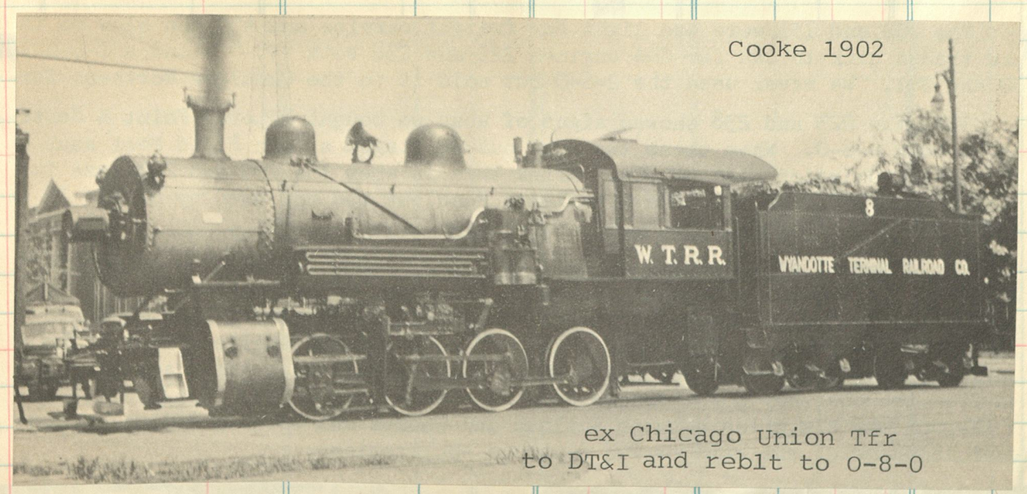


Oliver Coke & Furnace Pgh 2 0-4-0T 1894 26 1/

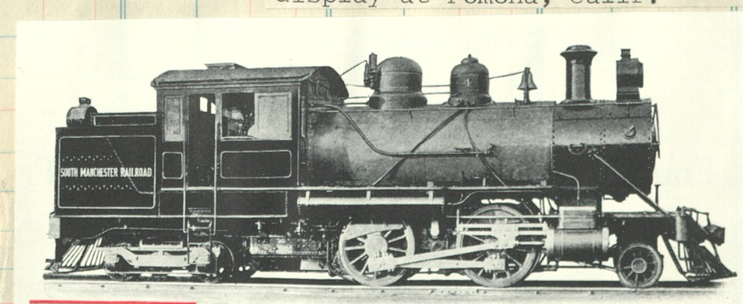
Outer Harbor Terminal
San Pedro, Cal

Blt by Hinkley (c/n 1502) as AT&SF #218 in 1882, renoed 2238. To OHTC #2, now on static display at Pomona, Calif.

Cooke 1902



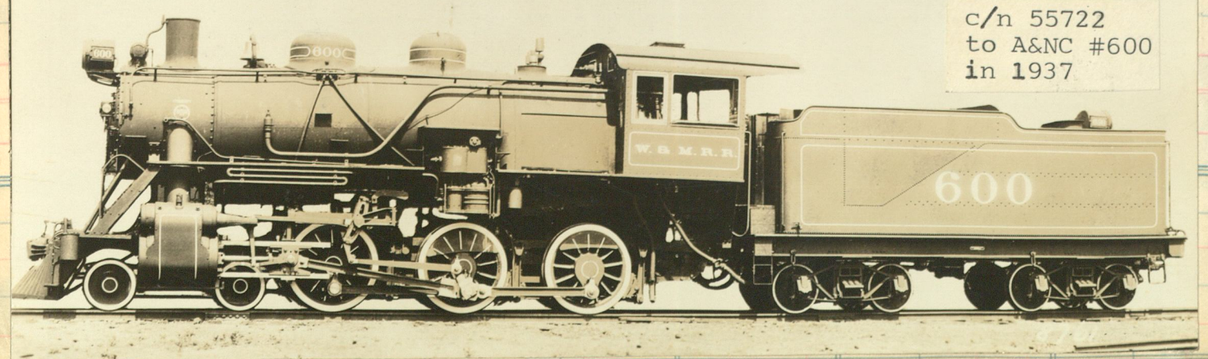
ex Chicago Union Tfr
to DT&I and reblt to 0-8-0



c/n 36441 Baldwin 1911

Wisconsin & Michigan
Baldwin 1923

c/n 55722
to A&NC #600
in 1937



#202
Porter 1917
c/n 5885

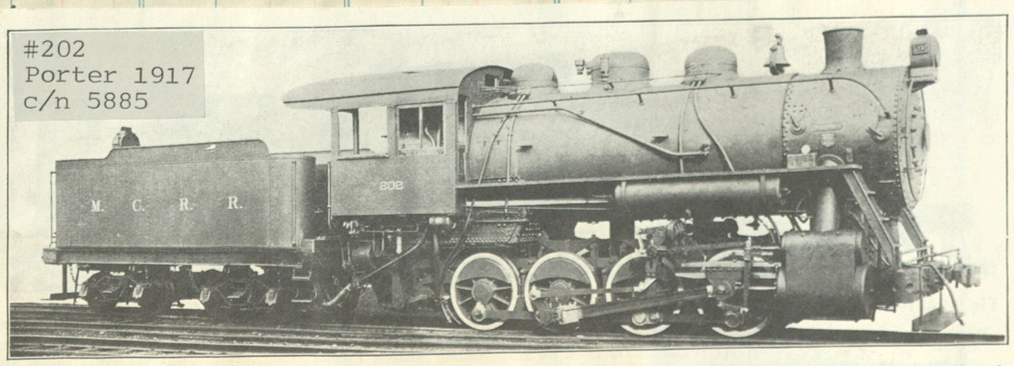


Fig. 39—Eight-Wheel (0-8-0) Locomotive for Switching Service. Built for Monongahela Connecting Railroad by the H. K. Porter Company.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	2,012 sq. ft.
Cylinders	23 in. x 28 in.	Heating Surface, Firebox	192 sq. ft.
Steam Pressure	185 lbs.	Heating Surface, Total	2,204 sq. ft.
Diam. of Drivers	50 in.	Heating Surface, Superheater	470 sq. ft.
Tractive Effort	46,580 lbs.	Grate Area	42 sq. ft.
Rigid Wheel Base	14 ft.	Weight on Drivers	195,000 lbs.
Total Wheel Base	14 ft.	Fuel	Soft coal

Clos. No.	Sold	Amount	Clos. N

Commonwealth Edison Co. #2, 1910, 0-6-0T type. Baldwin

c/n 6990

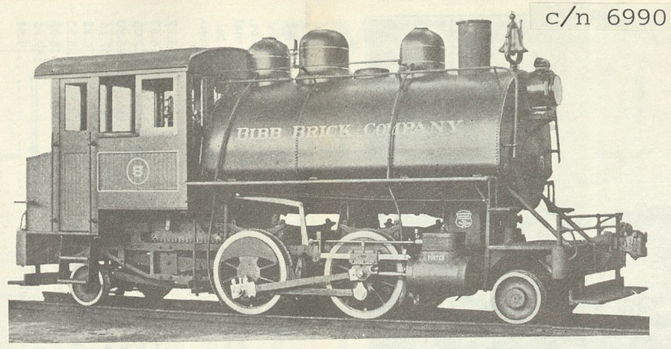
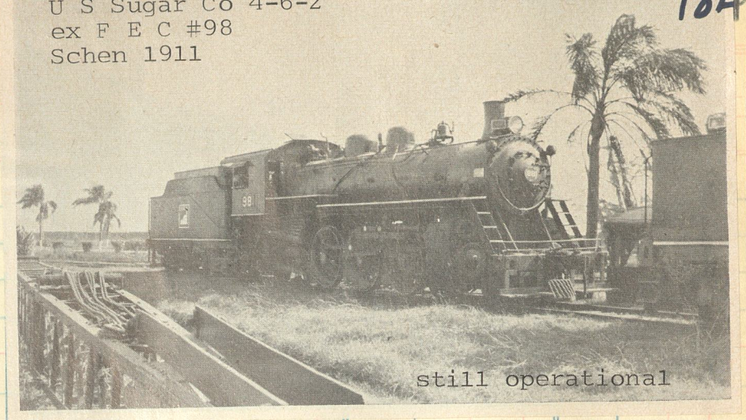


Fig. 47—Four-Coupled (2-4-2) Saddle Tank Locomotive for Switching Service. Built for Bibb Brick Co. by the H. K. Porter Co. 1925

Gage	4 ft. 8½ in.	Heating Surface, Tubes	448.2 sq. ft.
Cylinders	12 in. x 16 in.	Heating Surface, Firebox	47.2 sq. ft.
Steam Pressure	170 lbs.	Heating Surface, Total	495.4 sq. ft.
Diam. of Drivers	40 in.	Grate Area	10.4 sq. ft.
Tractive Effort	8,330 lbs.	Weight on Drivers	38,000 lbs.
Rigid Wheel Base	5 ft.	Weight, Total	53,000 lbs.
Total Wheel Base	19 ft.	Fuel	Soft coal

U S Sugar Co 4-6-2
ex F E C #98
Schen 1911



still operational

Schenectady 1928

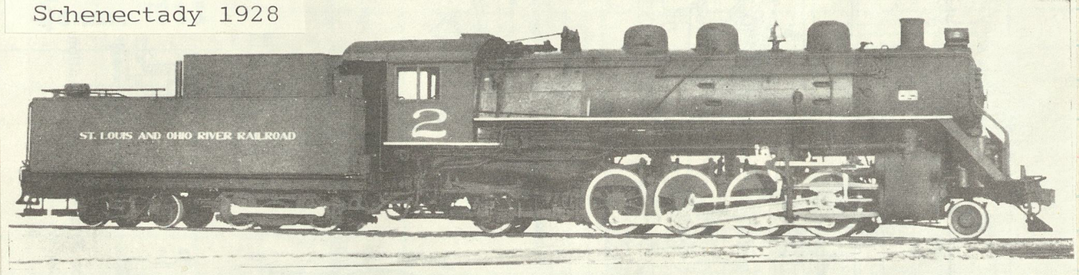


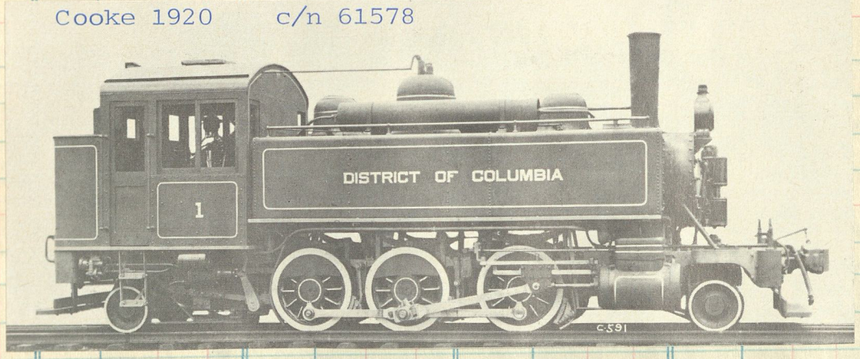
Fig. 79—St. Louis & Ohio River 2-8-2 (Mikado) Type Locomotive for Freight Service, Equipped with Auxiliary Locomotive. Built by the American Locomotive Company. c/n 67431

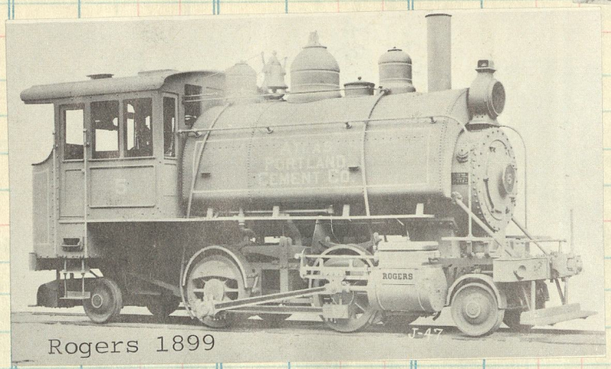
Cylinders, diameter and stroke	25 in x 30 in.	Driving wheel base	15 ft. 0 in.
Tractive force, engine	52,200 lb.	Total engine wheel base	33 ft. 5 in.
Tractive force, auxiliary locomotive	12,900 lb.	Fuel	Soft coal
Drivers, diameter	55 in.	Grate area	66.8 sq. ft.
Weight on drivers	200,000 lb.	Steam pressure	180 lb.
Weight on front truck	27,500 lb.	Evaporative heating surface	3,398 sq. ft.
Weight on trailing truck	47,000 lb.	Superheating surface	916 sq. ft.
Total weight of engine	274,500 lb.	Tender capacity	9,000 gal., 14 tons

#33 4-6-0
ex ACL #900
Baldwin 1906
c/n 27429

Virginia & Carolina Southern

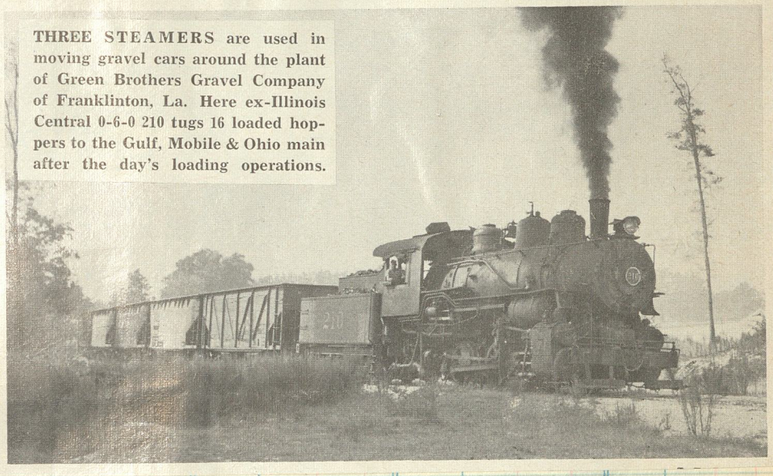
Cooke 1920 c/n 61578





Rogers 1899

THREE STEAMERS are used in moving gravel cars around the plant of Green Brothers Gravel Company of Franklinton, La. Here ex-Illinois Central 0-6-0 210 tugs 16 loaded hoppers to the Gulf, Mobile & Ohio main after the day's loading operations.



BLW 1906

FRANCONIA PAPER Co

EAST BRANCH & LINCOLN #5

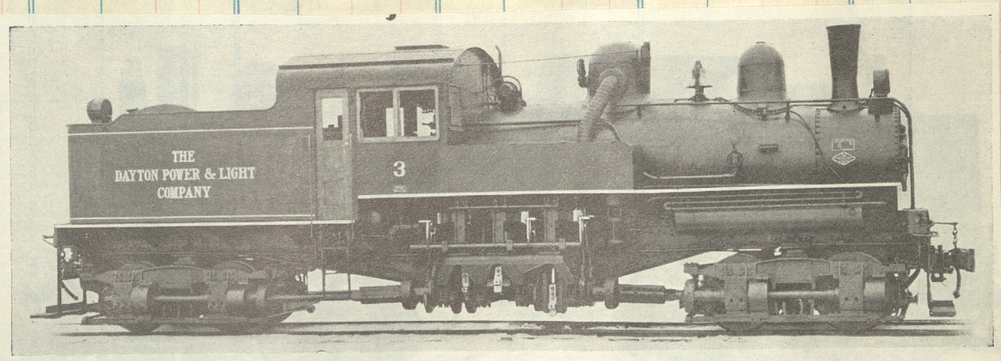
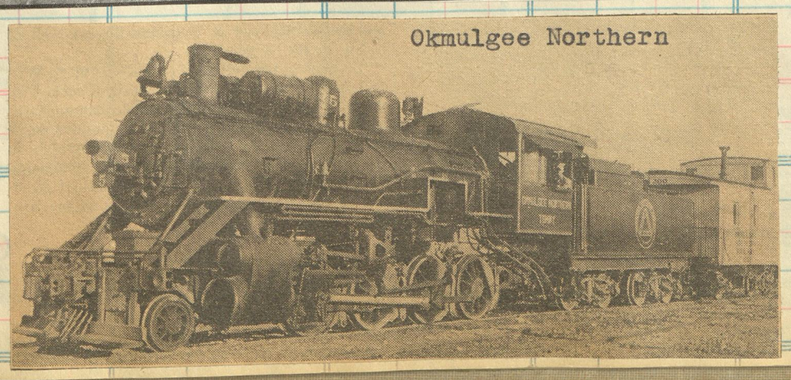
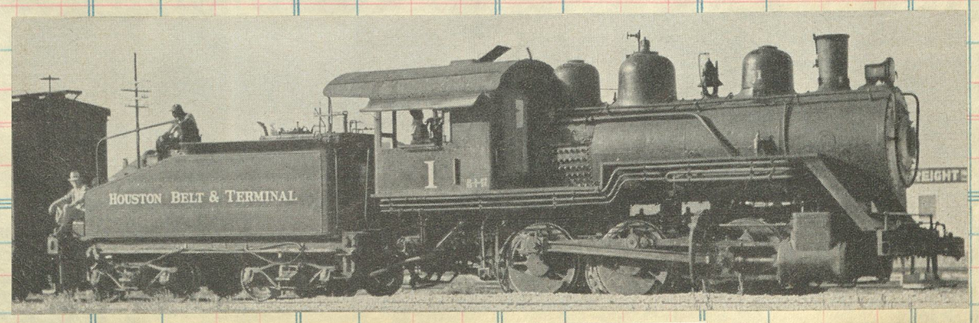


Fig. 16.39—Two-Truck Shay Geared Locomotive, Class 80. Built for the Dayton Power & Light Company. 1937

Gage 4 ft. 8½ in.; Three Cylinders 13 in. x 15 in.; Steam Pressure 200 lb.; Drivers 36 in.; Tractive Force 38,200 lb.; Total Wheel Base 41 ft. 2 in.; Evaporative Heating Surface 905 sq. ft.; Superheating Surface 189 sq. ft.; Grate Area 27.75 sq. ft.; Total Weight 184,800 lb.

Okmulgee Northern





Baldwin 1908 c/n 32941

Kansas City & Memphis
later Ark. Okla. & Westn
#7 blt by Baldwin 1913
c/n 40671

Built 1906
c/n 27916

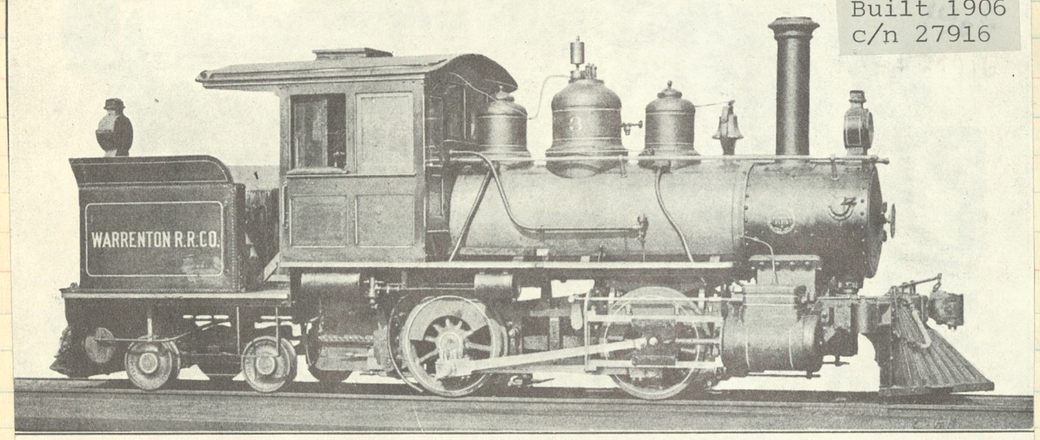
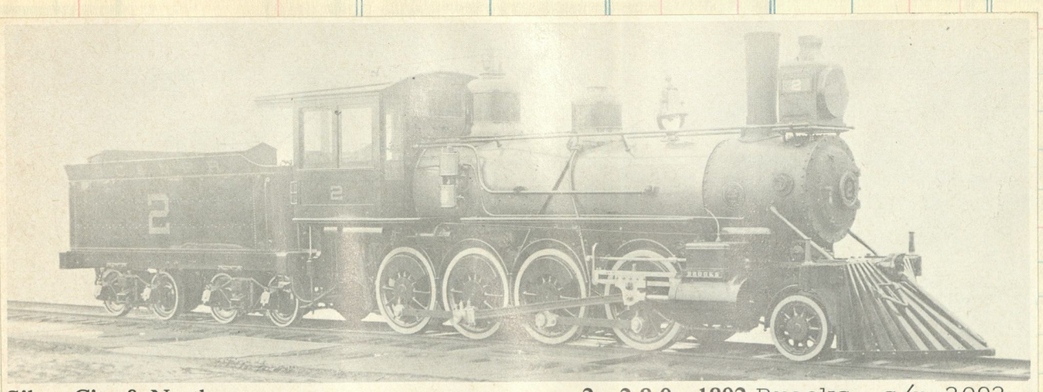
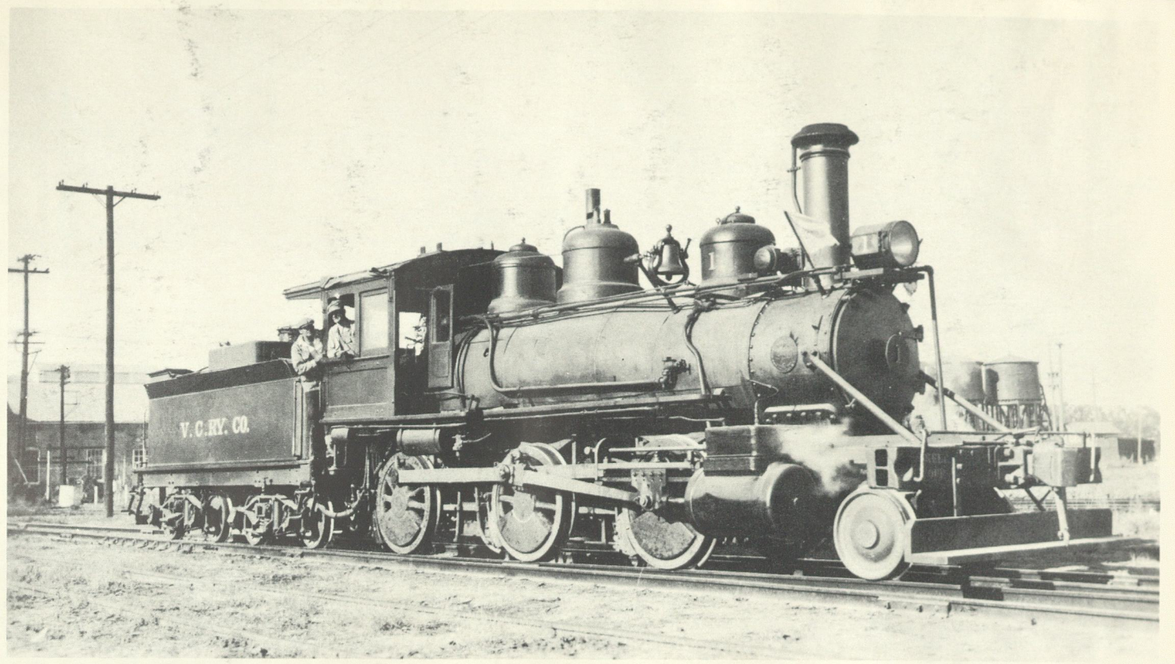


Fig. 10—Forney Four-Coupled (0-4-4) Locomotive with Four-Wheel Trailing Truck for Passenger and Freight Service. Built for the Warrenton by the Baldwin Locomotive Works. Cylinders, 13 in. x 18 in. Working Steam Pressure, 160 lbs. per. sq. in. Diameter of Drivers, 40 in. Tractive Effort, 10,320 lbs. Heating Surface—Tubes, 464.6 sq. ft.; Firebox, 50.2 sq. ft.; Total, 514.8 sq. ft. Grate Area, 10.3 sq. ft. Rigid Wheel Base, 6 ft. 6 in. Total Engine Wheel Base, 17 ft. 4 in. Weight on Drivers, 48,300 lbs. Total Weight of Engine, 67,500 lbs. Fuel, Soft Coal.



Silver City & Northern 2 2-8-0 1892 Brooks c/n 2092
Southwestern Coal & Iron Co cyls 17x24 dvs 51"



VENTURA COUNTY RAILROAD NO. 1

The venerable Baldwin engine bearing builders [illegible] was switched in 1906, and is shown here doing switching and local service on this California freight only short line, operating the 5.4 miles between Oxnard and Port Hueneme and 3.5 miles between Oxnard and Wilds. Taken in Aug. 1938. Ted Gay Collection.

8

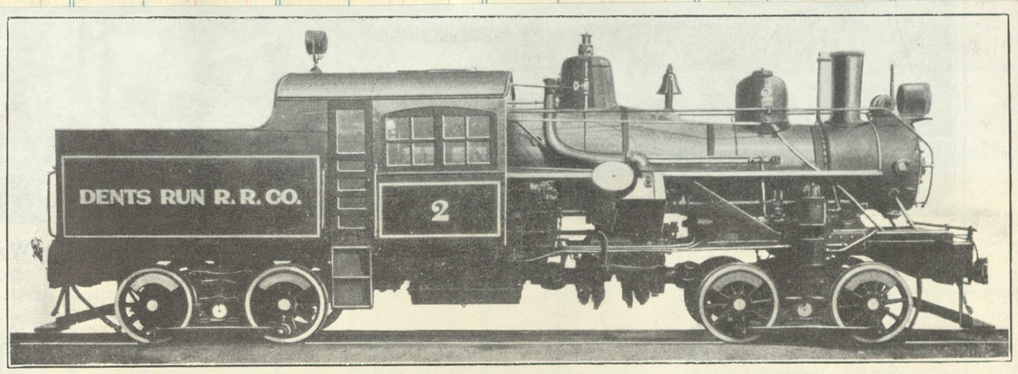
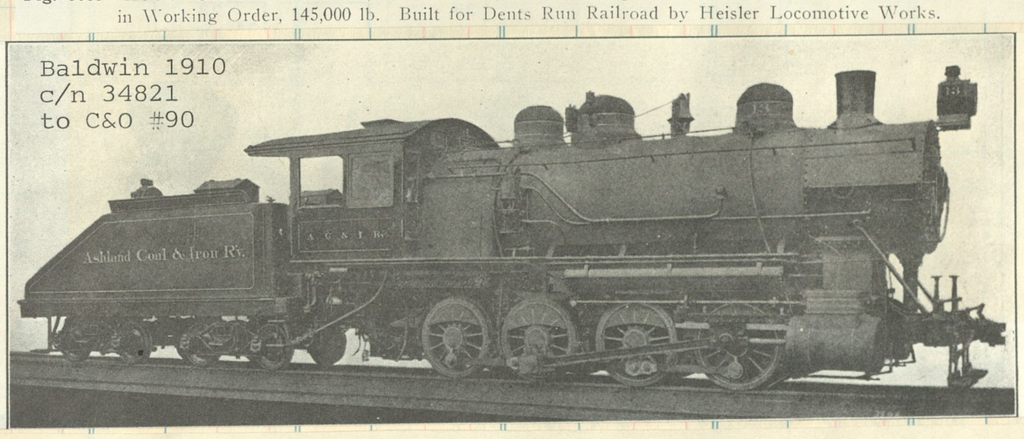
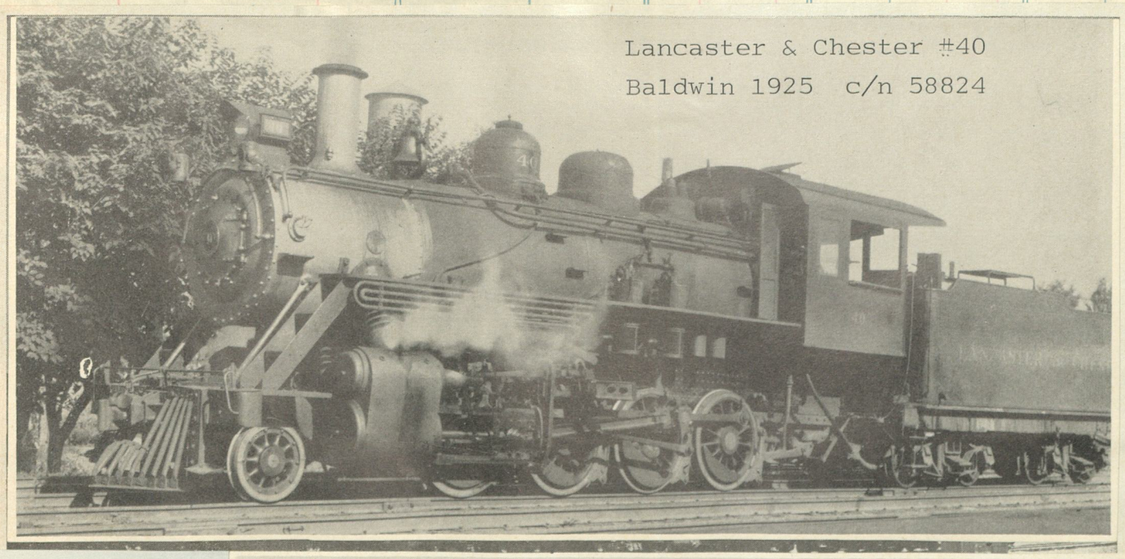


Fig. 3085—Heisler Geared Locomotive, Class 65-8-40, for Switching Service. Tractive Force, 29,450 lb.; Weight in Working Order, 145,000 lb. Built for Dents Run Railroad by Heisler Locomotive Works.

Baldwin 1910
c/n 34821
to C&O #90



Lancaster & Chester #40
Baldwin 1925 c/n 58824



c/n 33026

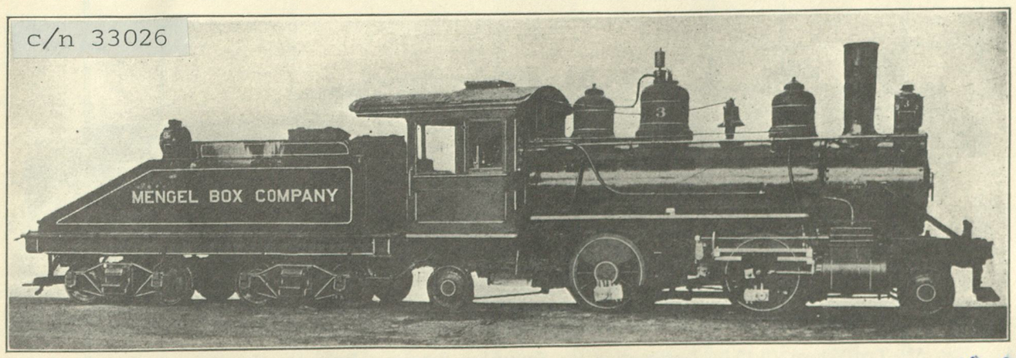
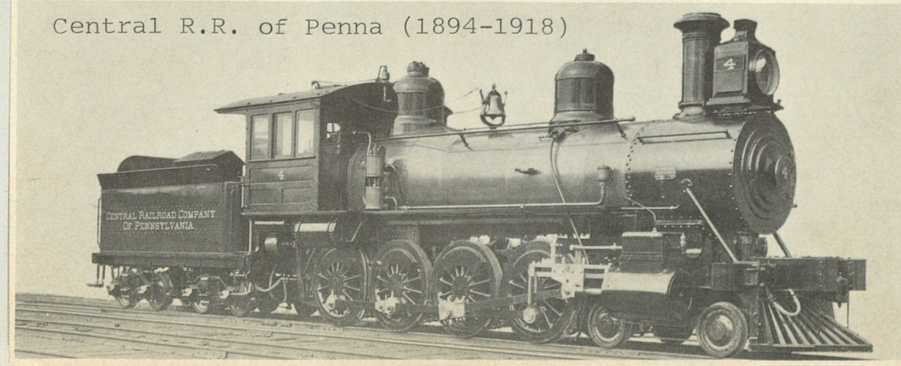


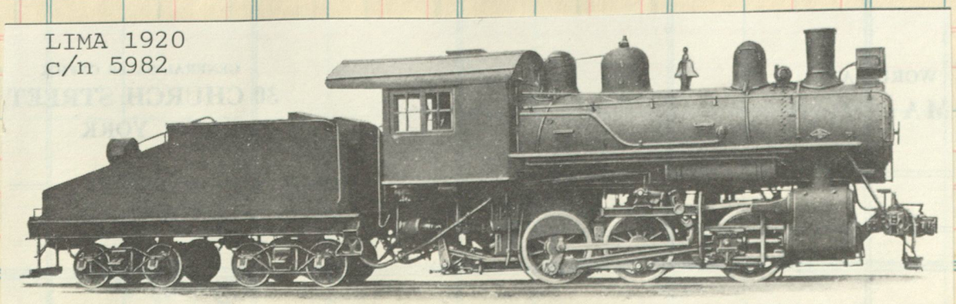
Fig. 34—Four-Coupled (2-4-2) Locomotive. Built for Mengel Box Co. by Baldwin Loco. Works. 1908

Schenectady
1893
c/n 4184

Central R.R. of Penna (1894-1918)

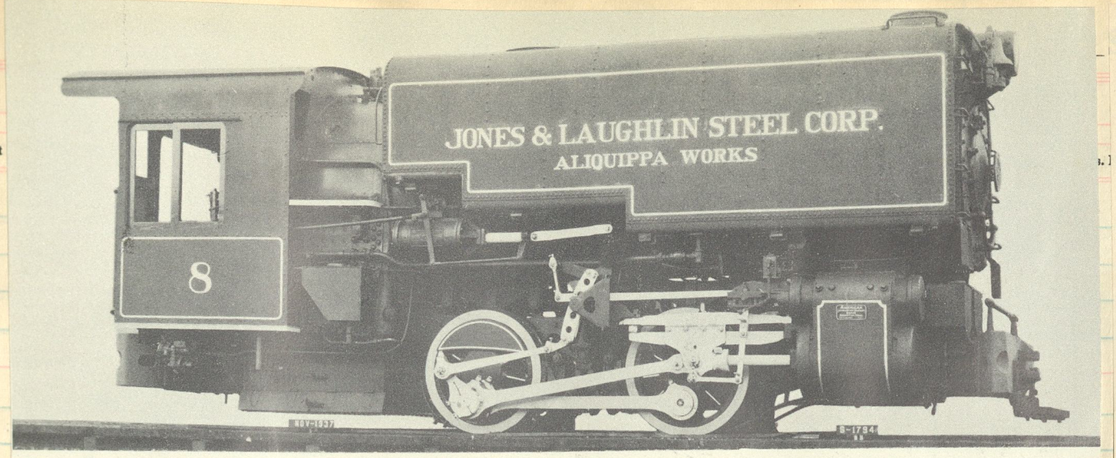


LIMA 1920
c/n 5982



19" x 26" Direct Connected Locomotive Built for Otis Steel Co.

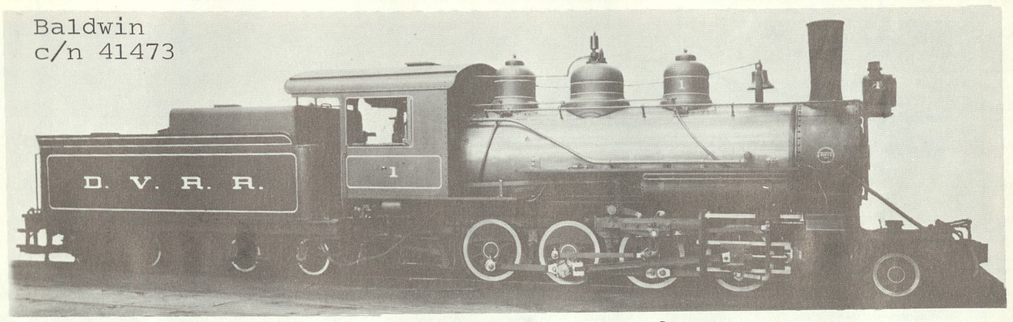
Cat. No. | Sold | Amount



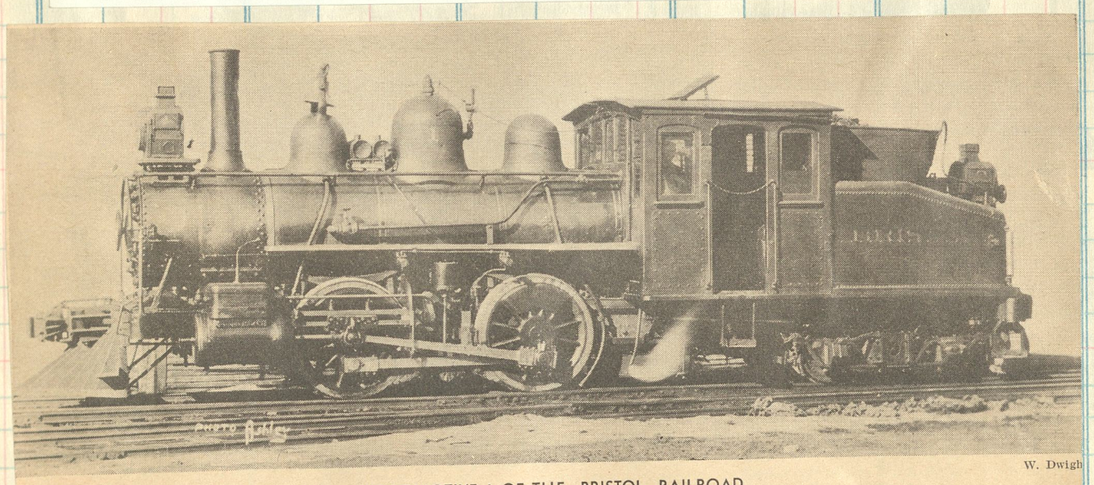
JONES & LAUGHLIN STEEL CORPORATION NO. 8

A husky, modern 0-4-0 built in November 1937 by Alco for industrial use. Of 3 foot gauge, the 18" x 20" cylinders, 42" drivers, and 200 lbs. boiler pressure developed a tractive effort of 26230 pounds. Wheelbase of this chunky engine was only 72" and the tank held 1800 gals. of water. The engine burned soft coal. A. L. Co. Photo.

Baldwin
c/n 41473



Death Valley #1, 1914, 2-8-0 type. sold to U.S.Potash



W. Dwigh

LOCOMOTIVE 1 OF THE BRISTOL RAILROAD

he Rhode Island Works built this locomotive in 1891; cylinders 15 by 20 inches; drivers, 50 inches. The Bristol Railroad, formerly operatin in Vermont, has been abandoned.

25-26 Blt 1925
c/n 6931

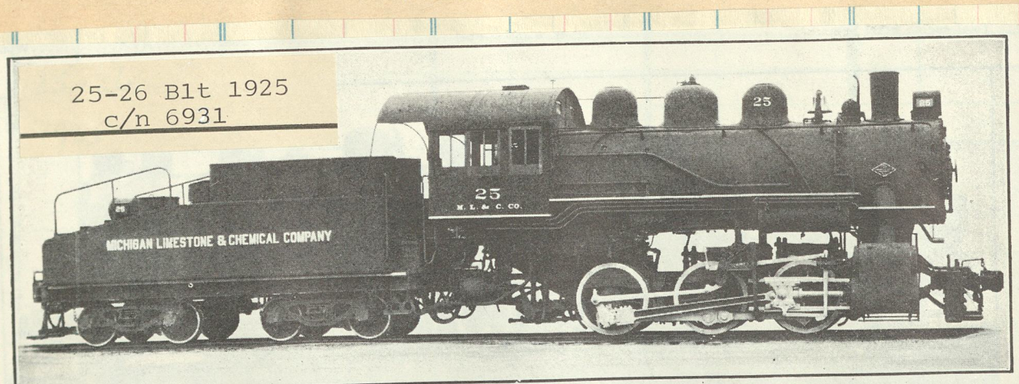
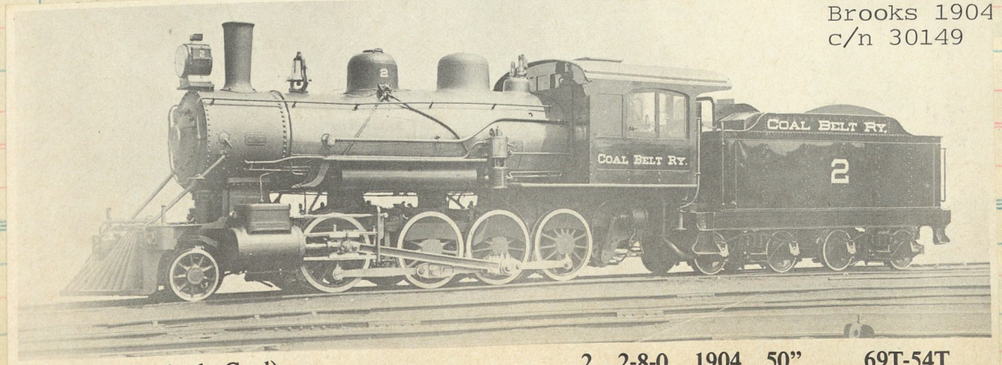


Fig. 3211—Type 0-6-0 (Six Wheel) Switching Locomotive. Built for the Michigan Limestone & Chemical Company by the Lima Locomotive Works, Inc.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	2,068 sq. ft.
Cylinders	21 in. x 26 in.	Heating Surface, Firebox	150 sq. ft.
Steam Pressure	185 lb.	Heating Surface, Evaporation	2,218 sq. ft.
Diameter of Drivers	51 in.	Grate Area	39.7 sq. ft.
Tractive Force	35,300 lb.	Weight of Engine	159,500 lb.
Driving Wheel Base	11 ft. 0 in.	Weight of Tender	102,400 lb.
Total Wheel Base, Engine and Tender	43 ft. 3¼ in.	Fuel	Soft Coal

Brooks 1904
c/n 30149



Coal Belt (Peabody Coal) 2 2-8-0 1904 50" 69T-54T

 186

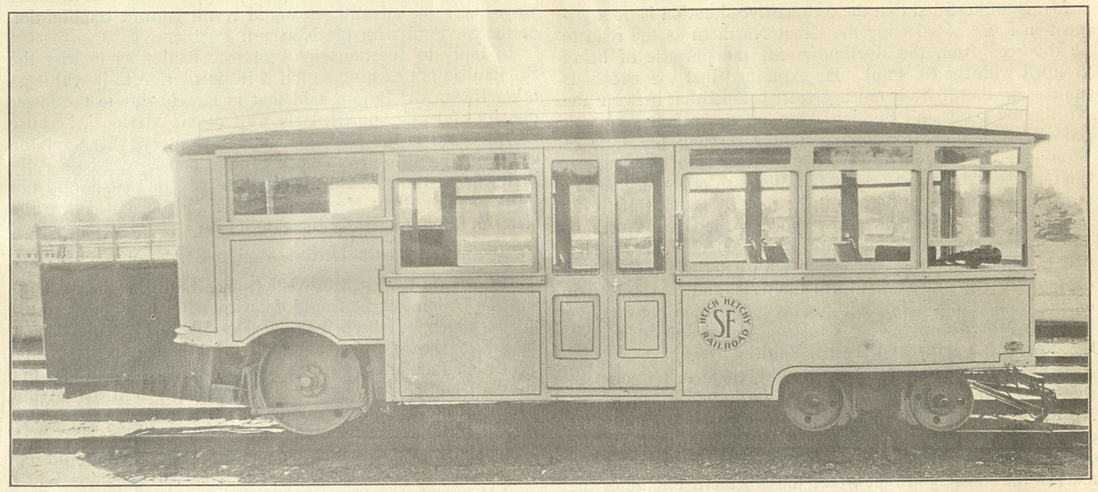
Light Weight Gasoline Car for Heavy Grade Line

THE HETCH-HETCHY RAILROAD is a 68-mile line built by the City of San Francisco to transport material for the Hetch-Hetchy water supply project. The road passes through a rugged and sparsely settled country and is built with maximum grades of four per cent. The character of the traffic is well suited for motor car operation and this type of equipment has been used for several years.

A gasoline-driven passenger car, which is of special interest because of the unique features included in the design, has reecntly been delivered to the Hetch-Hetchy Railroad. The most striking feature of the construction is the location of the gasoline engine, which is placed at the rear of the body behind the driving wheels. The motor is suspended on coil springs directly over the rear axle on one end of a sub-frame to the main frame. The sub-frame forms one-half of a complete truck and has a swivel bolster built in the main frame so that it will turn at curves, thus reducing flange wear and relieving side thrust.

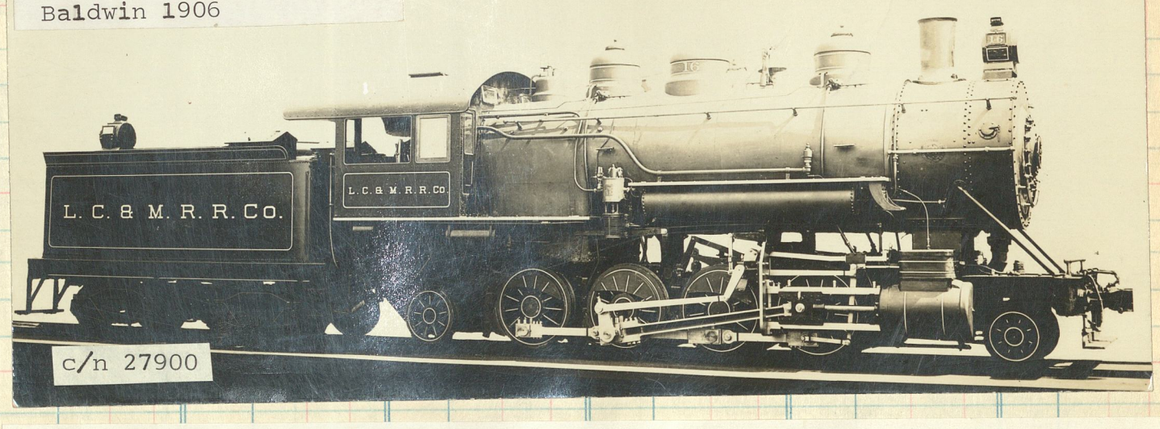
This unique construction has numerous advantages. Since there are no revolving parts in front of the rear axle, a very low-hung body can be used. A considerable increase in seating capacity is also obtained without lengthening the wheel base of the car. Vibration is minimized and motor noises, smoke, or gasoline odors are kept away from the car body.

The car seats 30 passengers, weighs but 10,400 lb. complete and makes 8 miles per gallon of gasoline. It is stated that it makes the 12-mile 3.4 per cent grade on the Hetch-Hetchy at a speed of 27 miles per hour. This car is probably the lightest in proportion to its seating capacity that has yet been built, weighing only 347 lb. per passenger. It was built by the A. Meister Sons Co., Sacramento, Cal.



The Location of the Engine at the Rear of the Body Is a Distinctive Feature of This Car

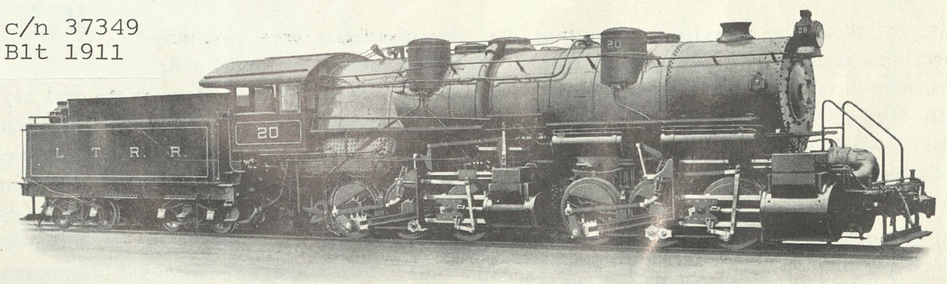
Lake Champlain & Moriah
Baldwin 1906



c/n 27900

THE BALDWIN LOCOMOTIVE WORKS

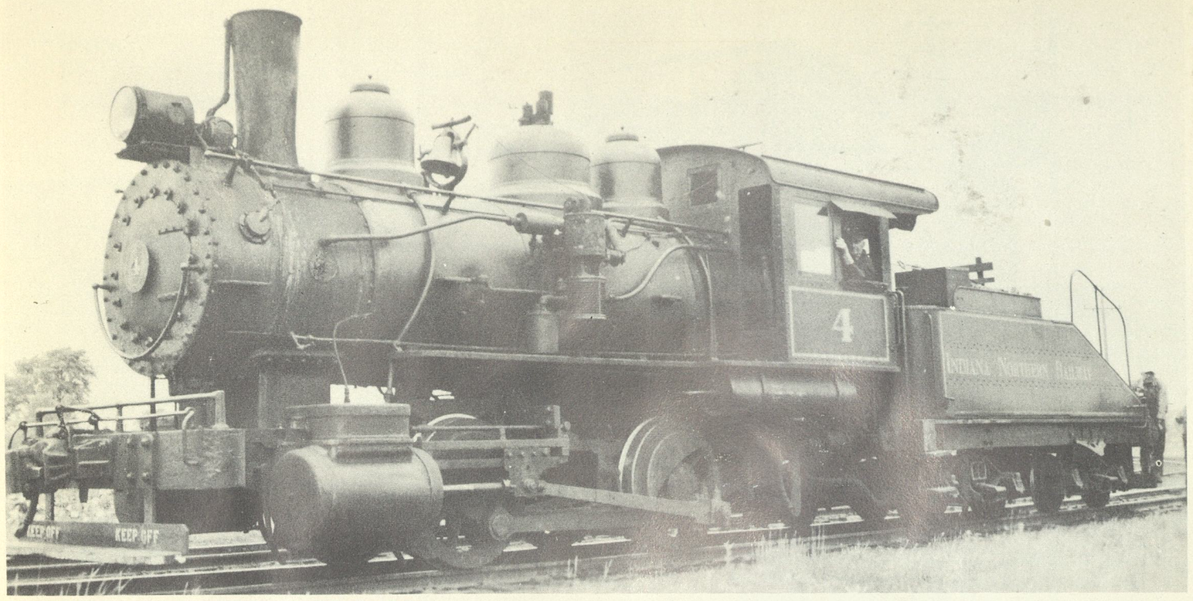
c/n 37349
Blt 1911



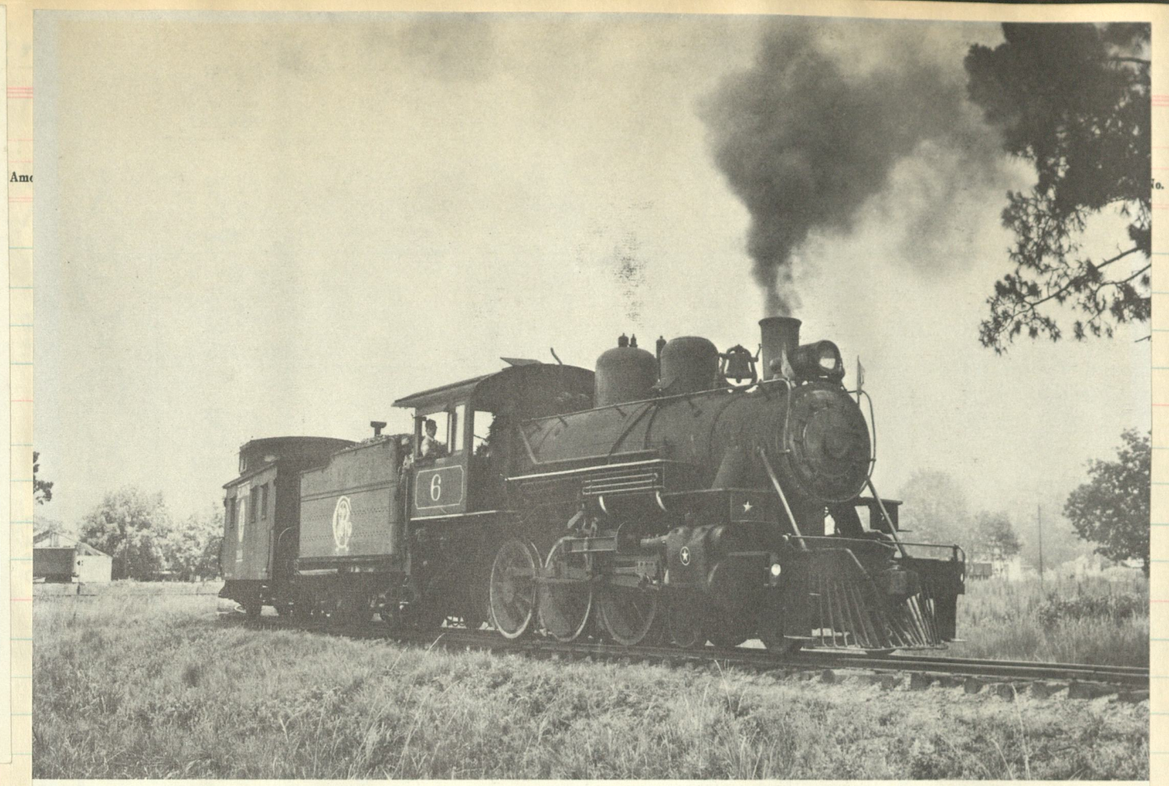
Lake Terminal Railroad Company

The locomotive shown above is in service at Lorain, Ohio, its principal duty being to push trains of loaded ore cars from the docks on the lake front to the mills of the National Tube Company. The run is short, but the duty is severe; as the maximum grade on straight track is one and sixty-five hundredths per cent., and immediately after starting the locomotive must traverse a curve of seven degrees forty-eight minutes in combination with a grade of one and twenty-three hundredths per cent. The engine is fully capable of handling the specified load of twenty-one cars weighing 1,638 tons. The tractive force exerted when working compound is 82,500 pounds. The boiler is of large capacity, but of the usual type; and neither a feed-water heater nor superheater are used. Balanced slide valves control the steam distribution to all the cylinders. The design throughout is as simple as is consistent with the service requirements, and is exceedingly compact as the clearance limits are restricted. For this reason it was necessary to place the sand boxes and bell on the round of the boiler.

187



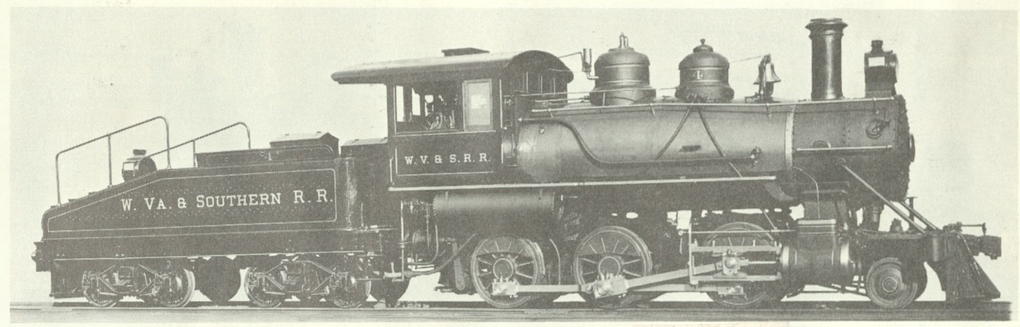
INDIANA NORTHERN RAILWAY NO. 4 1913
A Baldwin product of ~~Dec. 1912~~, No. 4 carries Builder's Plate No. 39007. Caught by the photographer at South Bend, Indiana. Gay



SOUTH GEORGIA RAILROAD • Apex, Georgia • John Krause

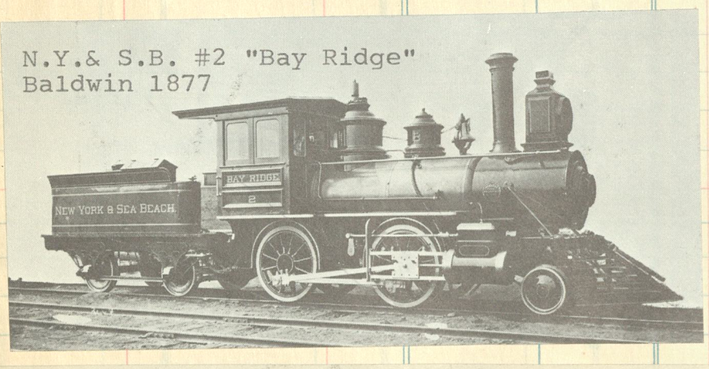
Brooks 1888 c/n 1431

Chattanooga Lookout Mountain 1 2-6-4T 1888

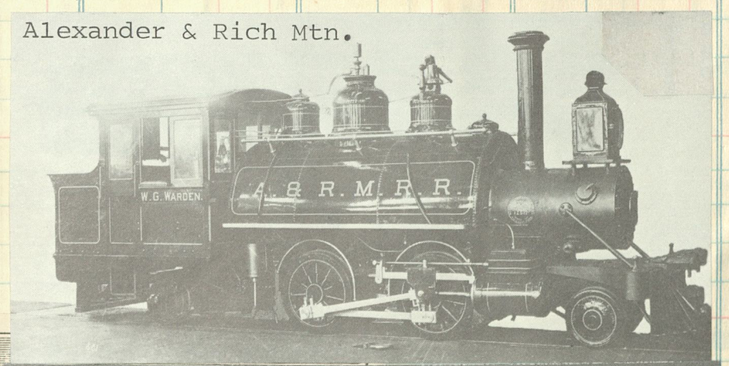


West Virginia & Southern #4, 1907, 2-6-0 type. Baldwin c/n 30191

N.Y.& S.B. #2 "Bay Ridge"
Baldwin 1877

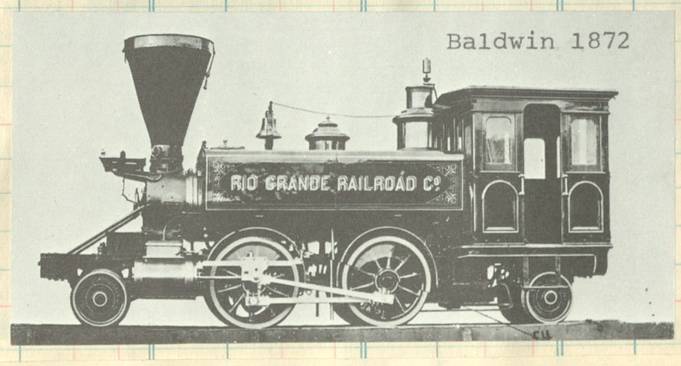


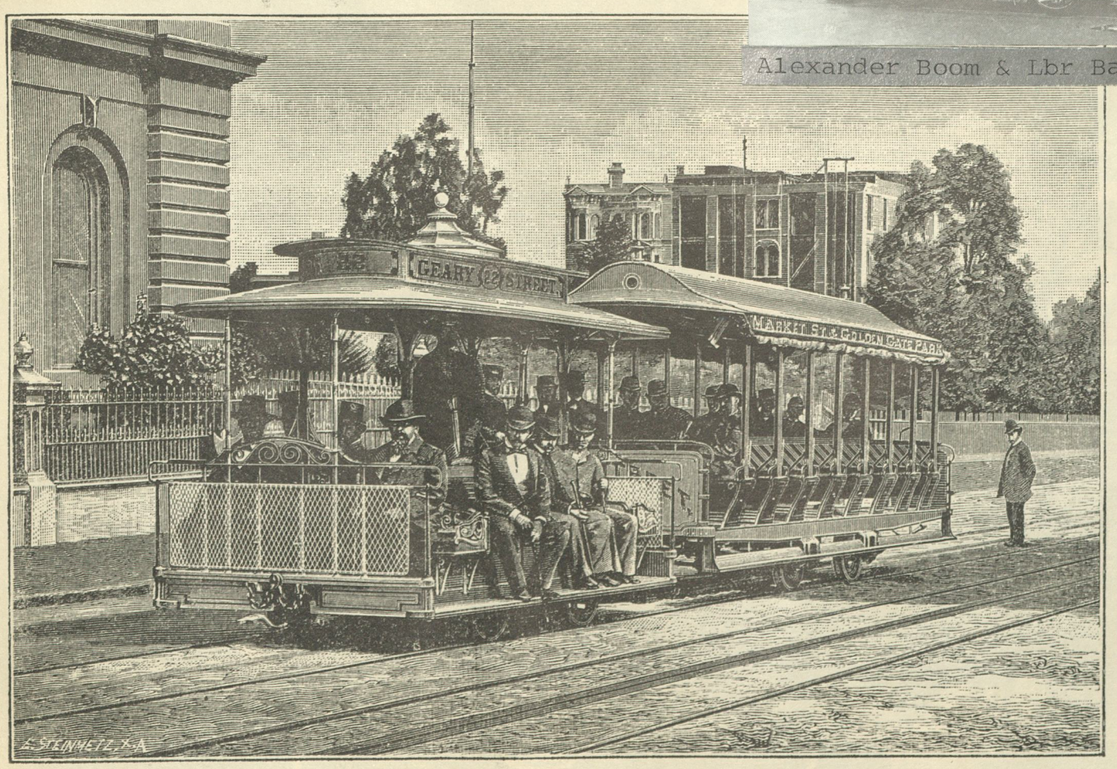
Alexander & Rich Mtn.



Alexander Boom & Lbr Baldwin 1892 c/n 12517

Baldwin 1872





The Geary Street Cable Tramway, San Francisco, 1887

The men who planned the original San Francisco cable railway thought it best not to build the grip mechanism into the passenger-carrying car, so they built extra dummy cars, each just big enough to carry the grip and a man to operate it. Later the grip cars were built larger with seats around the sides and ends as shown here. The trailer passenger cars were similar to ordinary horsecars, and indeed were sometimes pulled by horses over extensions of the cable routes. Present day cable cars are single units.

Southern Pine Lbr Co.
Baldwin 1911 c/n 37285

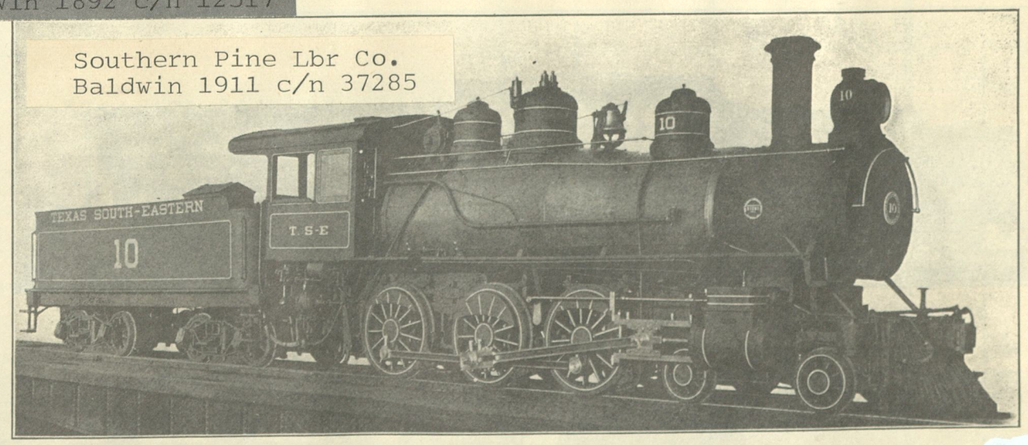
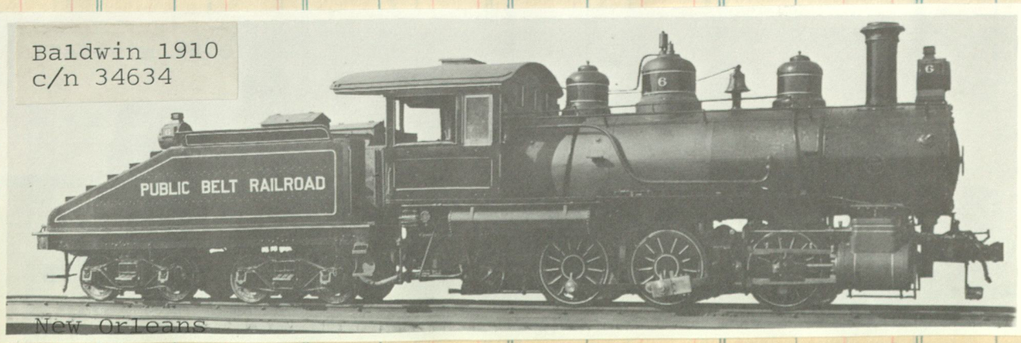


Fig. 80—Ten-Wheel (4-6-0) Locomotive. Built for Texas South-Eastern by Baldwin Loco. Works. Cyls., 18 in. x 26 in. Steam Pres., 200 lbs. Dia. of Drivers, 56 in. Tractive Effort, 21,600 lbs. Heat. Sur.—Total, 1,919 sq. ft. Grate Area, 25 sq. ft. Total Eng. Wheel Base, 23 ft. 1½ in. Wt. on Drivers, 107,800 lbs. Total Wt. of Eng., 132,900 lbs. Fuel, Soft Coal.

Baldwin 1910
c/n 34634



New Orleans

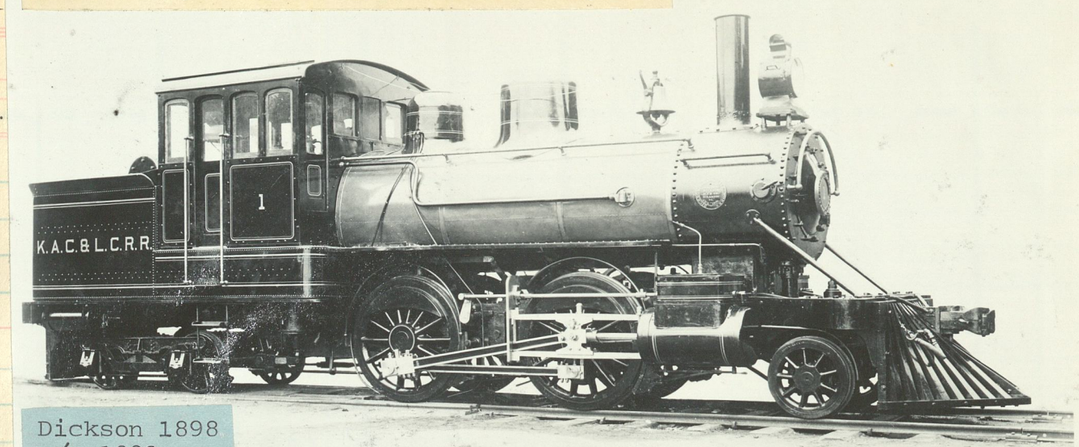
Cos. No. | Sold | Amour

Clos. | Amount

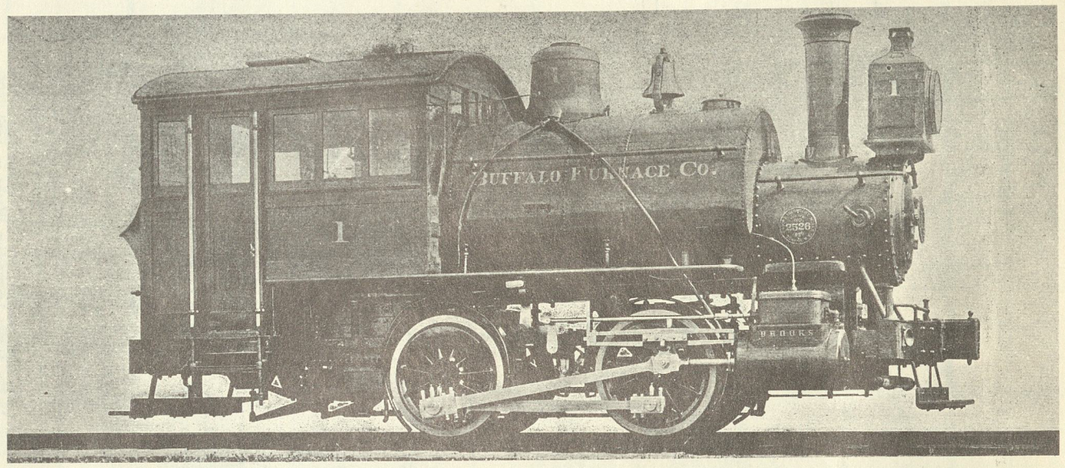
4 ex CStPM&O #4
Schenectady 1912
c/n 50929

Minneapolis Eastern is a 1.96-mile switching road in its namesake city and a joint property of the Milwaukee Road and the Omaha Road. ME's sole engine, No. 4, shuffles cars alongside post office building.

Keeseville, Ausable Chasm & Lake Champlain

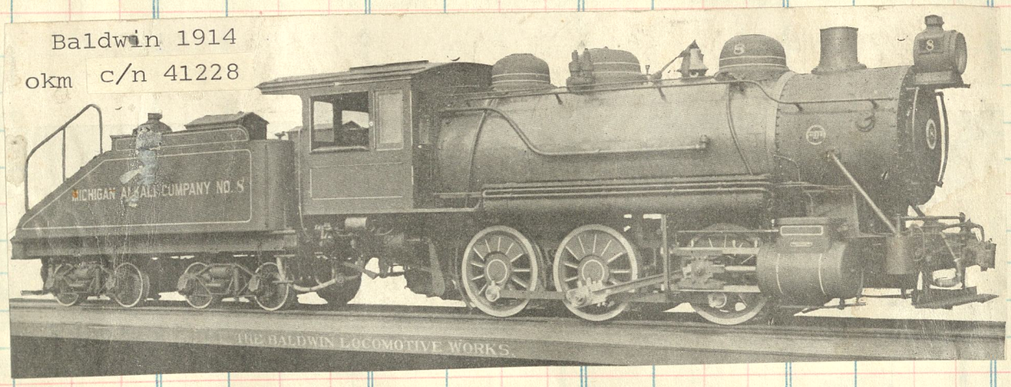


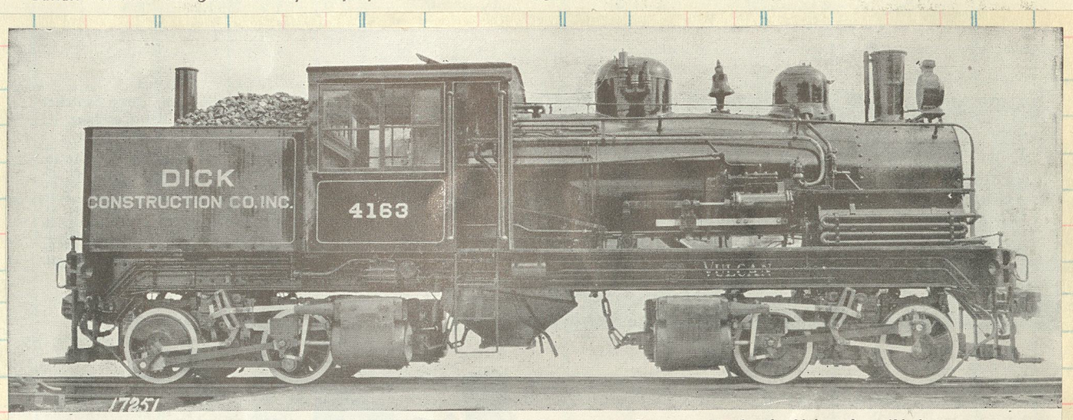
Dickson 1898
c/n 1006



Buffalo Furnace (Corrigan McKinney Company) saddle tank switching locomotive No. 1, built by the Brooks Locomotive Works in April 1895.

Baldwin 1914
okm c/n 41228

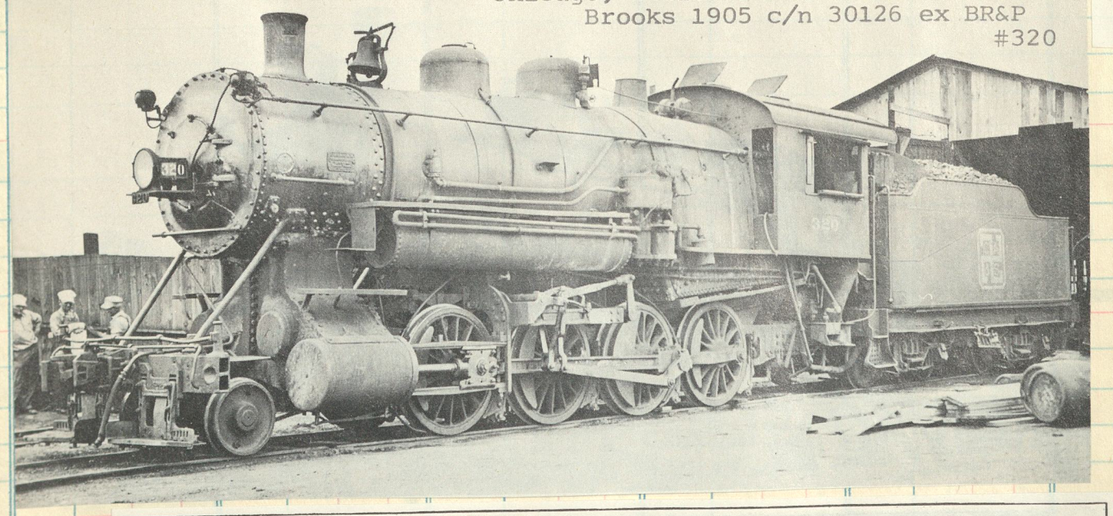




Vulcan "Duplex" Steam Locomotive. Built for the Dick Construction Company, Inc. by the Vulcan Iron Works.

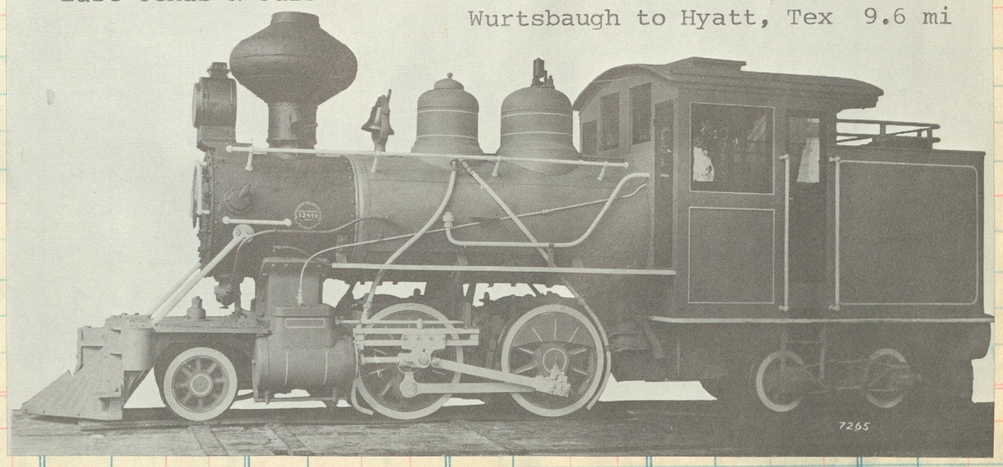
Gage	4 ft. 8½ in.	Driving wheel base	5 ft. 0 in.
Cylinders (4)	13 in. x 16 in.	Heating surface, tubes	780 sq. ft.
Steam pressure	200 lb.	Heating surface, firebox	75 sq. ft.
Diameter of drivers	33 in.	Heating surface, total	855 sq. ft.
Tractive force	27,860 lb.	Grate area	17.8 sq. ft.

Chicago, Attica & Southern #320
Brooks 1905 c/n 30126 ex BR&P #320



East Texas & Gulf

Baldwin 1919
Wurtsbaugh to Hyatt, Tex 9.6 mi



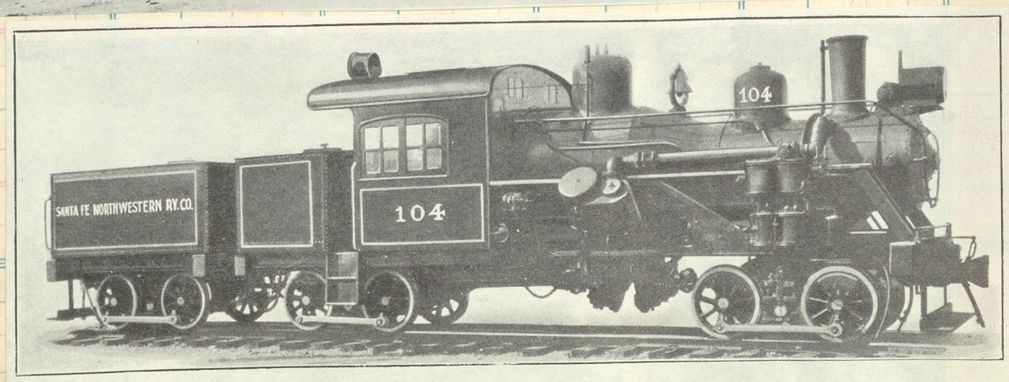
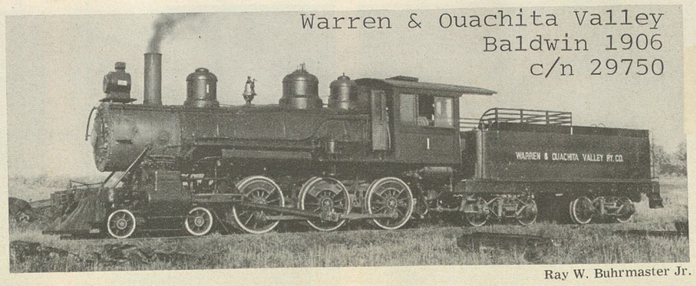


Fig. 3084—Heisler Geared Locomotive, Class 70-12-36, for Switching Service. Tractive Force, 31,940 lb.; Weight in Working Order, 176,000 lb. Built for Santa Fe Northwestern by Heisler Locomotive Works.

Warren & Ouachita Valley
Baldwin 1906
c/n 29750

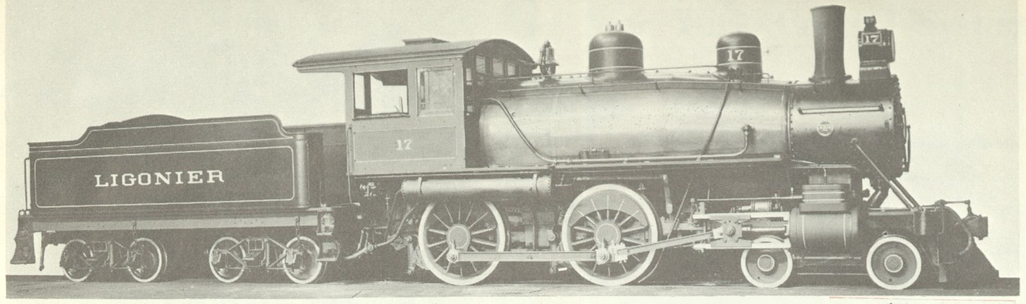


Ray W. Buhrmaster Jr.

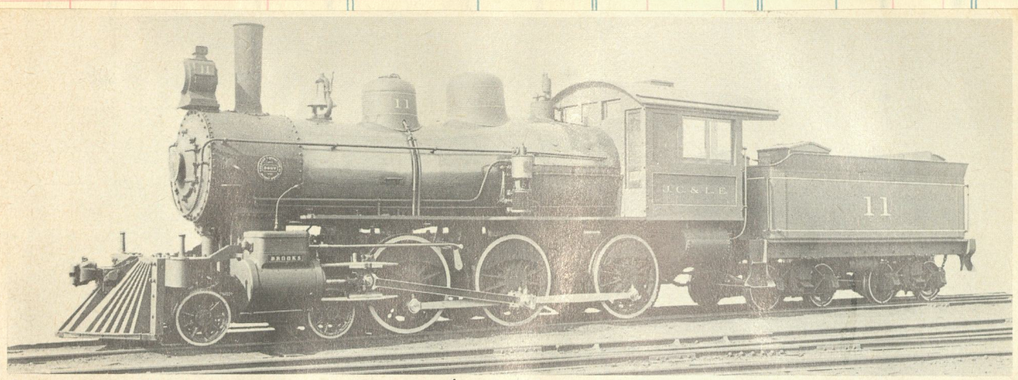
C/N 52499 incorrect?

Operational on the Mid-Continent Ry museum

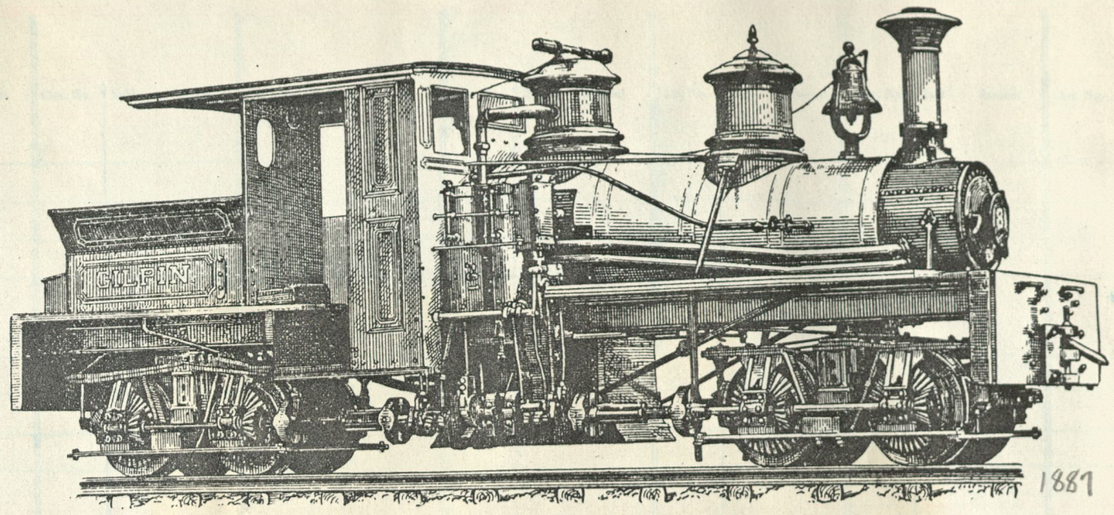
189



Ligonier #17, 1914, 4-4-0 type. Baldwin c/n 41306

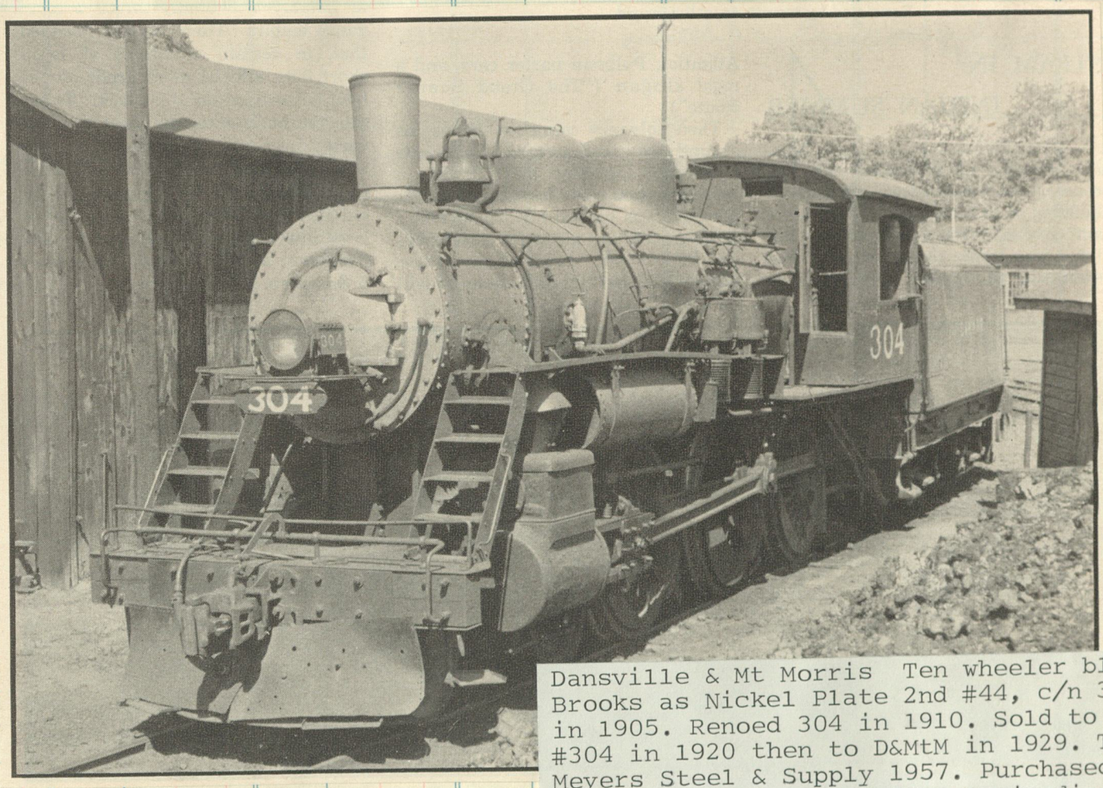


Jamestown, Chautauqua & Lake Erie c/n 3897 **11 4-6-0 1901** Brooks



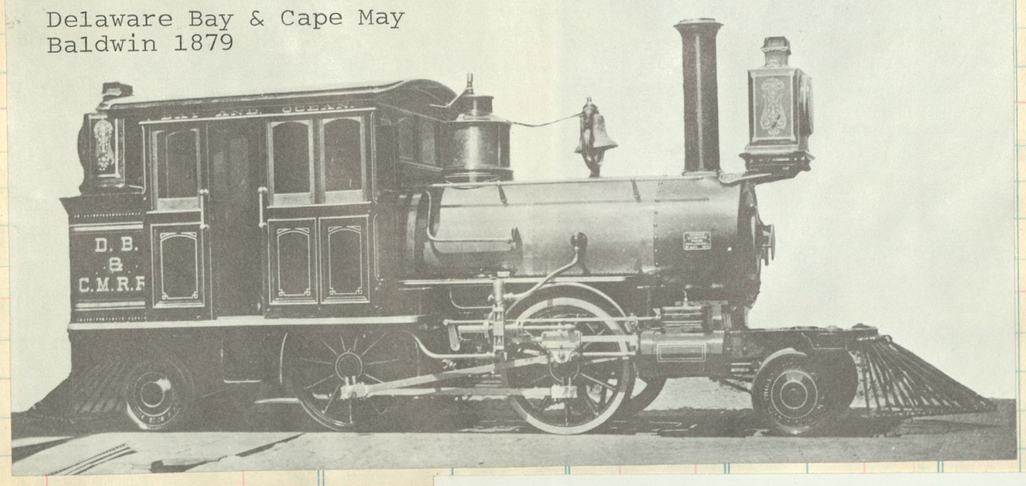
Shay geared locomotive for the two-foot gauge Gilpin Tramway of Colorado, 1887. Built by Lima Locomotive Works, Lima, Ohio. Two cylinders, 7x7″. Drivers, 24″. Weight, 20,000 pounds

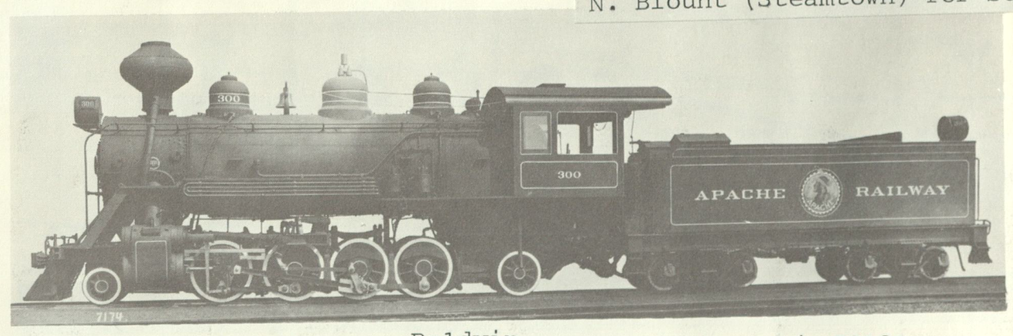
Baldwin 1913
c/n 40546



Dansville & Mt Morris Ten wheeler blt by Brooks as Nickel Plate 2nd #44, c/n 38831, in 1905. Renoed 304 in 1910. Sold to AC&Y #304 in 1920 then to D&MtM in 1929. To the Meyers Steel & Supply 1957. Purchased by N. Blount (Steamtown) for static display.

Delaware Bay & Cape May
Baldwin 1879





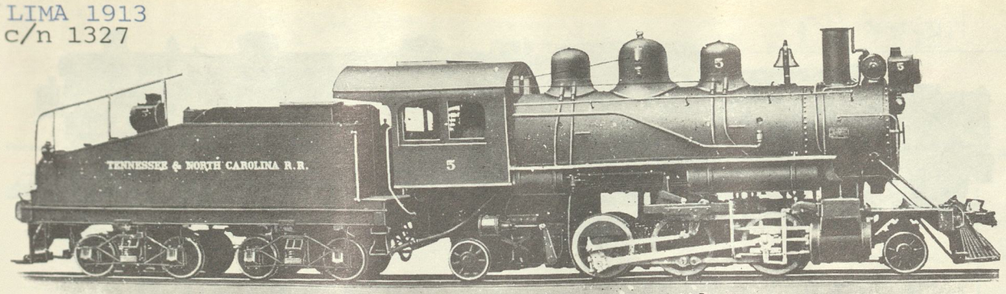
Apache Ry. #300, 1919, 2-8-2 type. Baldwin c/n 52191

Baldwin 1924
c/n 57585

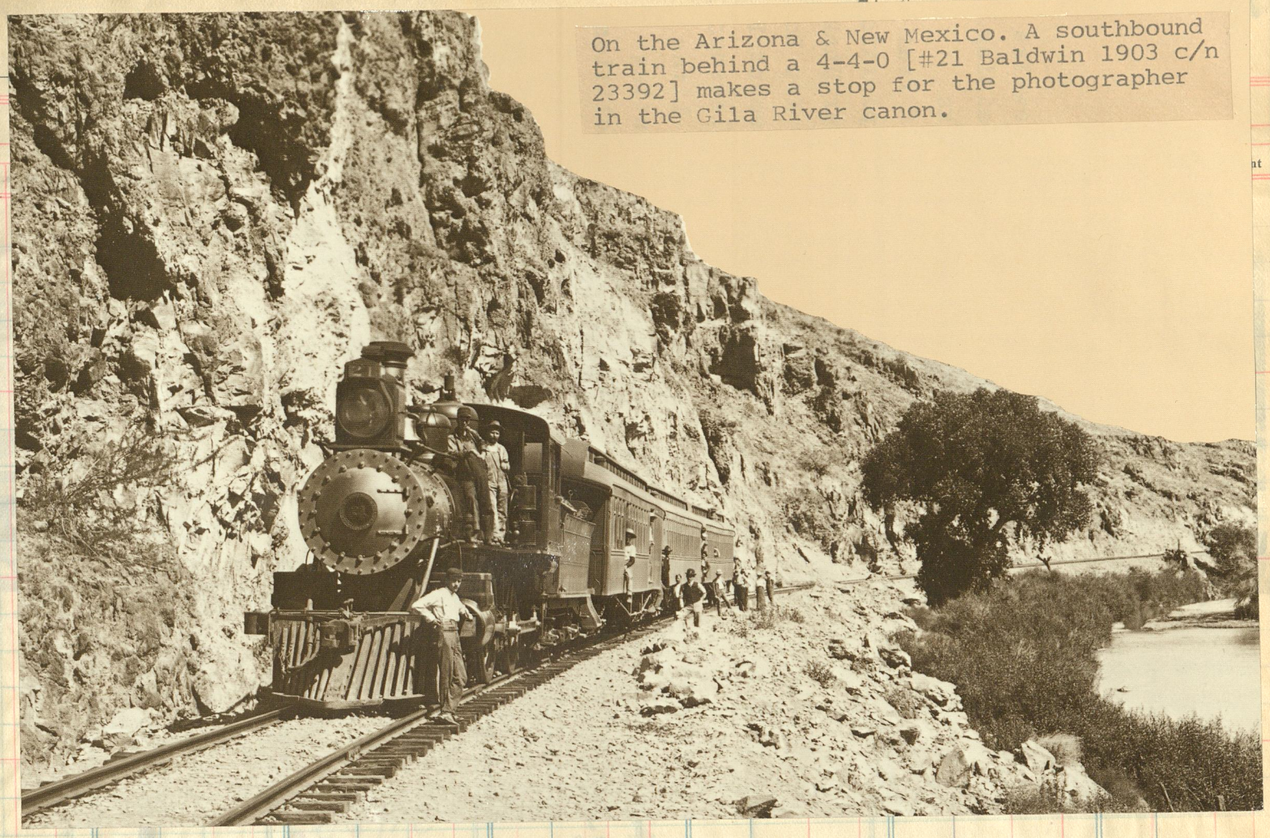
Baldwin 1907 c/n 31215

Cash to next Seller
Next Seller's Signature
Total Accounted for

LIMA 1913
c/n 1327

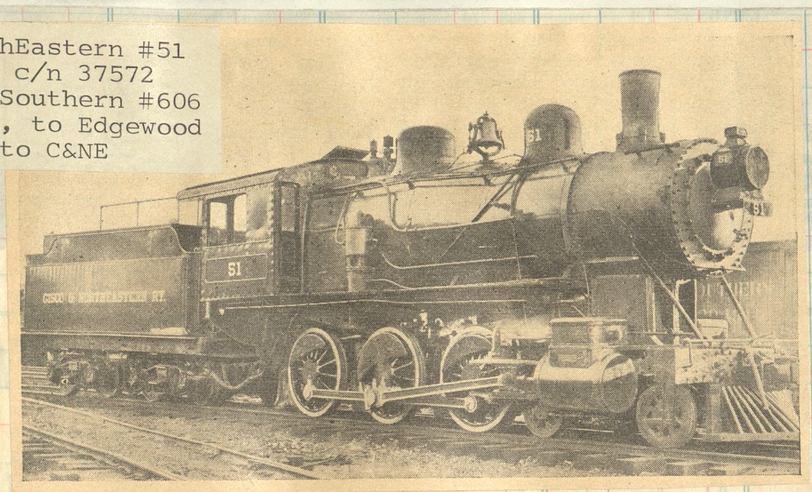


Sold to Smoky Mtn #102



On the Arizona & New Mexico. A southbound train behind a 4-4-0 [#21 Baldwin 1903 c/n 23392] makes a stop for the photographer in the Gila River canon.

Cisco & NorthEastern #51
Rogers 1905 c/n 37572
Org Chicago Southern #606
to GC&L 1921, to Edgewood
Arsenal #2, to C&NE



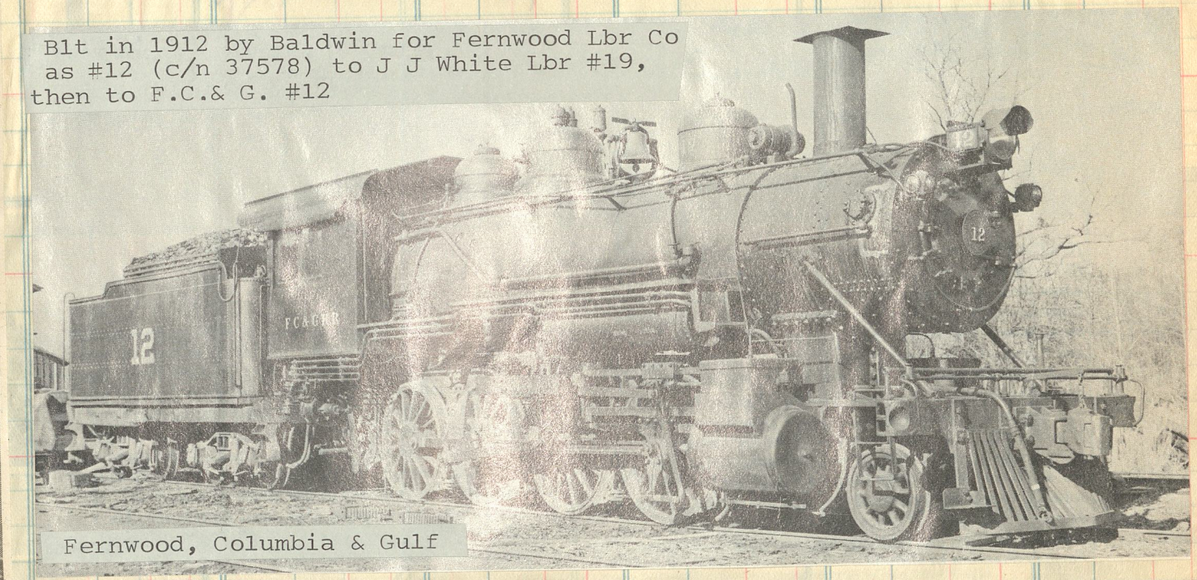
ex Olean, Bradford & Warren

Henry C. Ludden

ON THE NARROW GAUGE W. N. Y. & P.

Photograph of old locomotive 120 on this narrow gauge line is owned by Brother W. C. Furlong of Div. 173. The line ran from Olean, N.Y., to Bradford, Pa., over the hill known as Rock City where rock formations still attract tourists. The old depot of the 1880's is still on the hill.

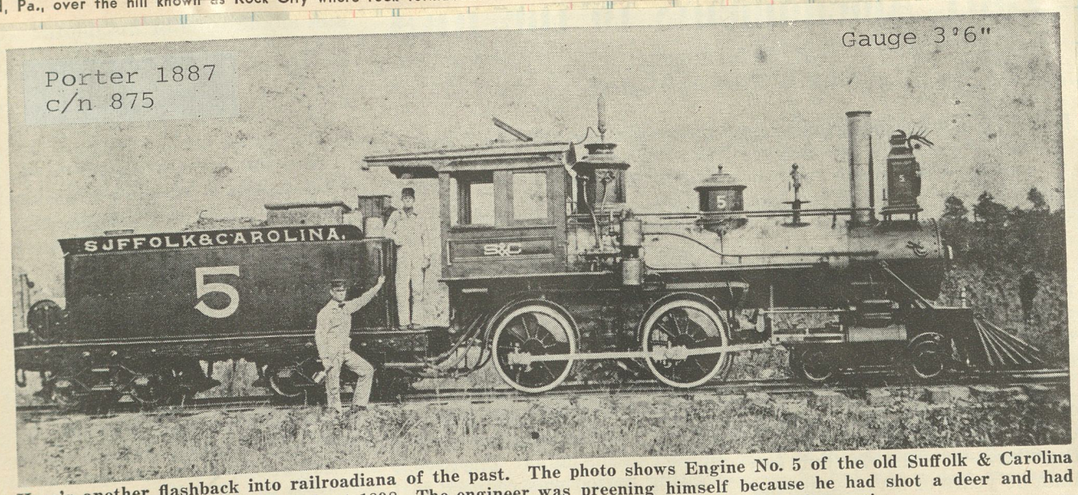
B1t in 1912 by Baldwin for Fernwood Lbr Co
as #12 (c/n 37578) to J J White Lbr #19,
then to F.C.& G. #12



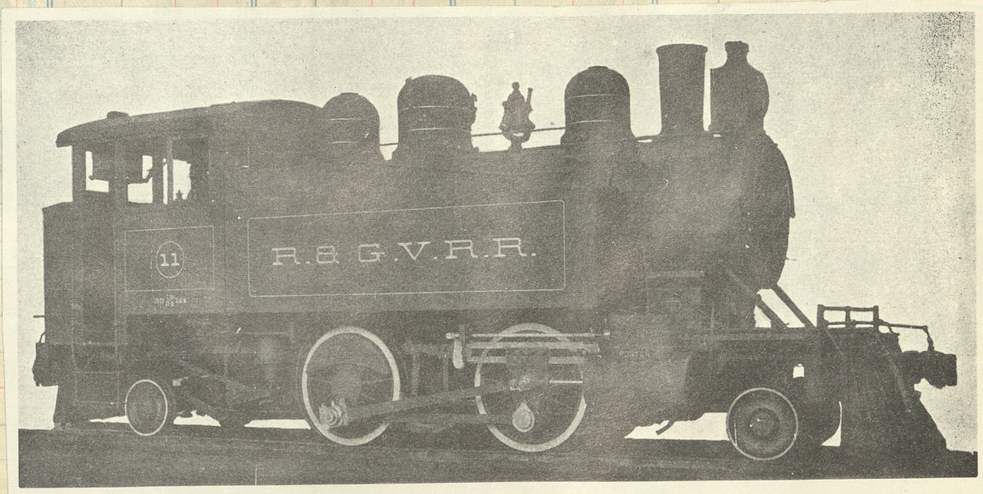
Fernwood, Columbia & Gulf

Gauge 3'6"

Porter 1887
c/n 875

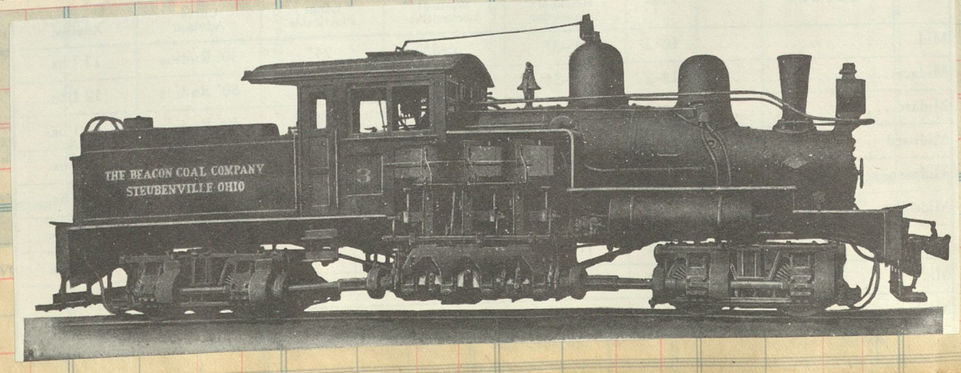


Here's another flashback into railroadiana of the past. The photo shows Engine No. 5 of the old Suffolk & Carolina Railroad, taken at Suffolk, Va., about 1898. The engineer was preening himself because he had shot a deer and had placed the antlers as a decorative piece above the headlight over the front end of the locomotive.

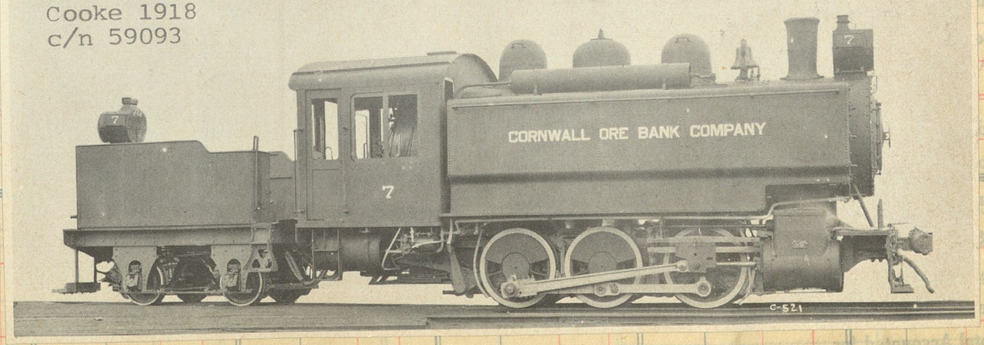


Ray & Gila Valley four-coupled double-ender side-tank locomotive No. 11, for switching and local service. Built for the Ray Consolidated Copper Company by the H. K. Porter Company. 1911

c/n 4875

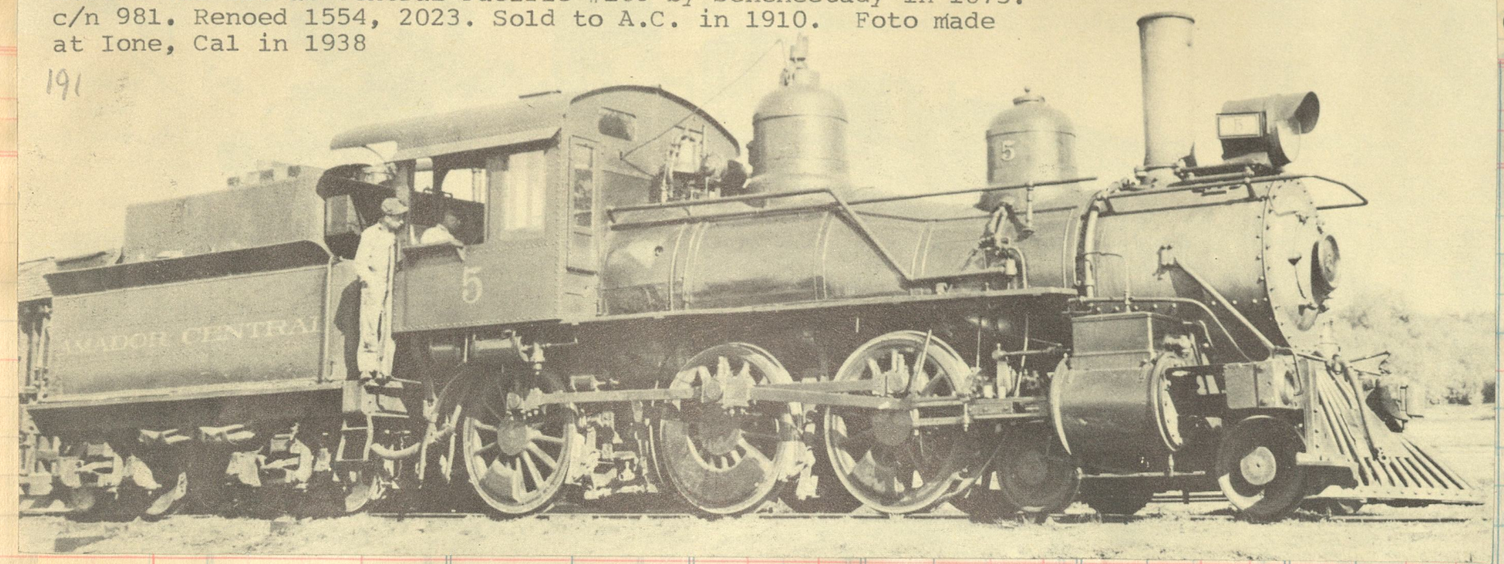


Cooke 1918
c/n 59093



A.C.#5 was blt as Central Pacific #189 by Schenectady in 1875. c/n 981. Renoed 1554, 2023. Sold to A.C. in 1910. Foto made at Ione, Cal in 1938

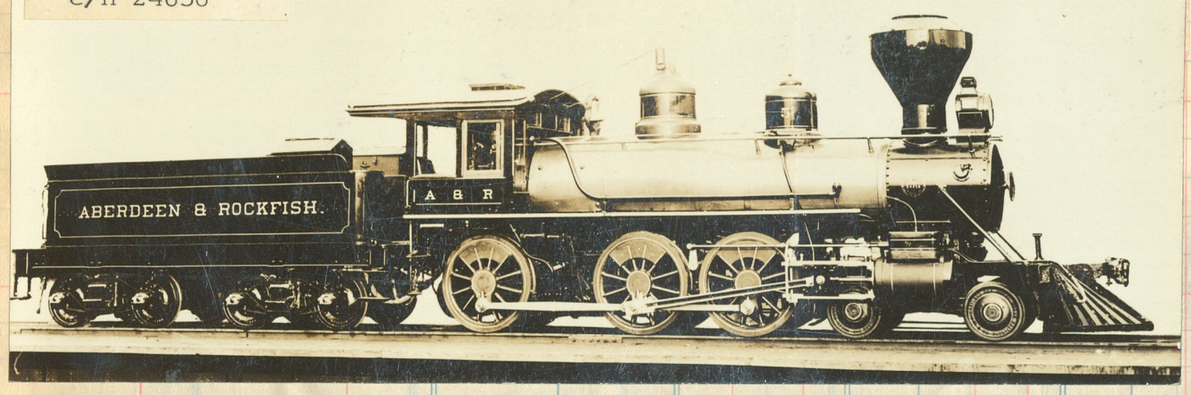
191



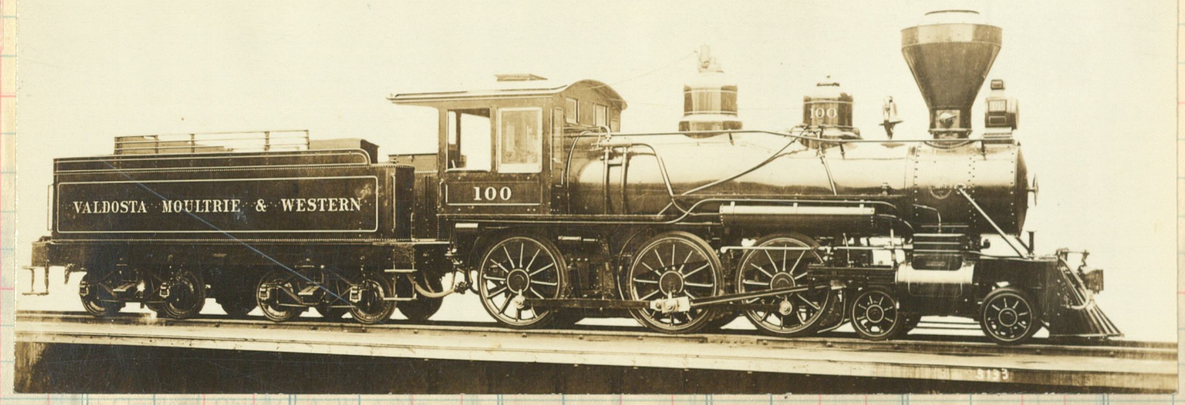
Prescott & Northwestern
2-8-2 #17
Baldwin 1916

Clos. Clos. No. Sold

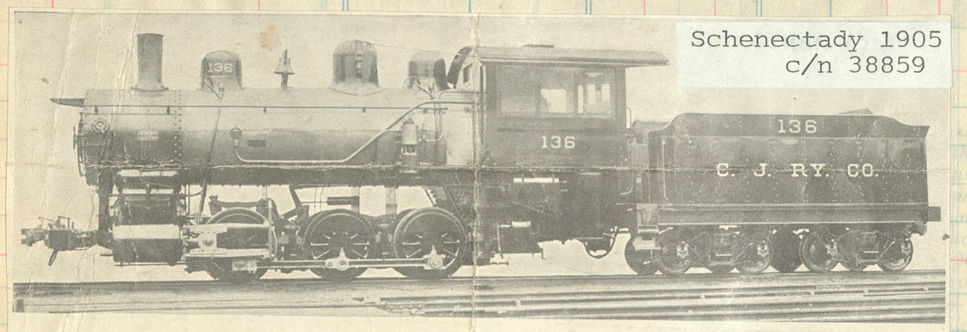
Baldwin 1904
c/n 24656



Baldwin 1909
c/n 33718



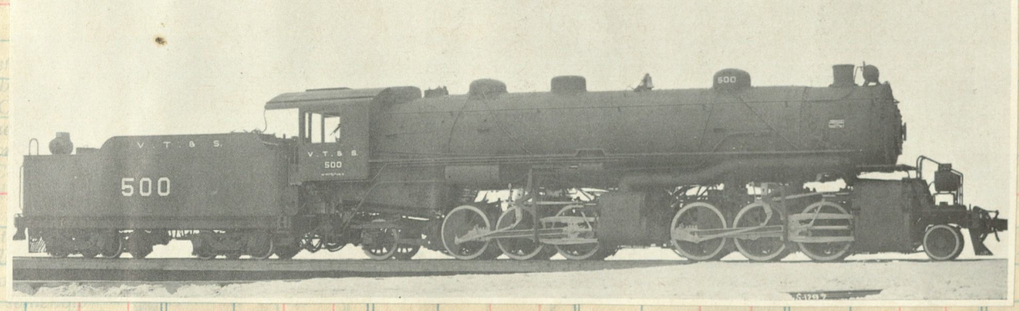
Schenectady 1905
c/n 38859

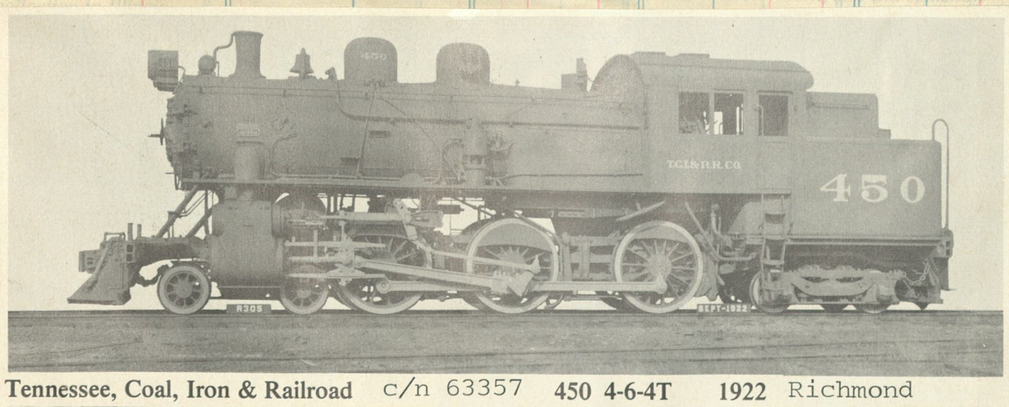


SIX-WHEEL SWITCHING LOCOMOTIVE—CHICAGO JUNCTION RY.

OKM

Verde Tunnel & Smelter 500-501 c/n 61538 Schenectady 1920
To Sou Pac (1943) #3930 class MM-3





Tennessee, Coal, Iron & Railroad c/n 63357 450 4-6-4T 1922 Richmond

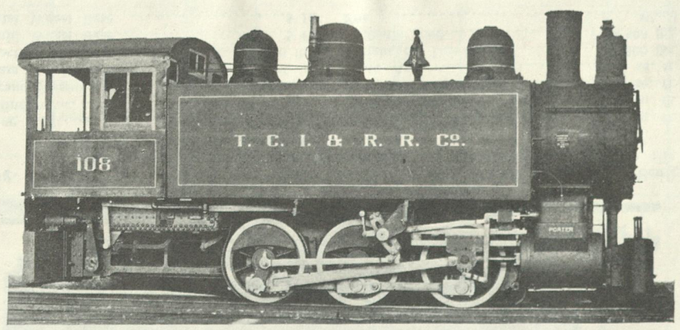
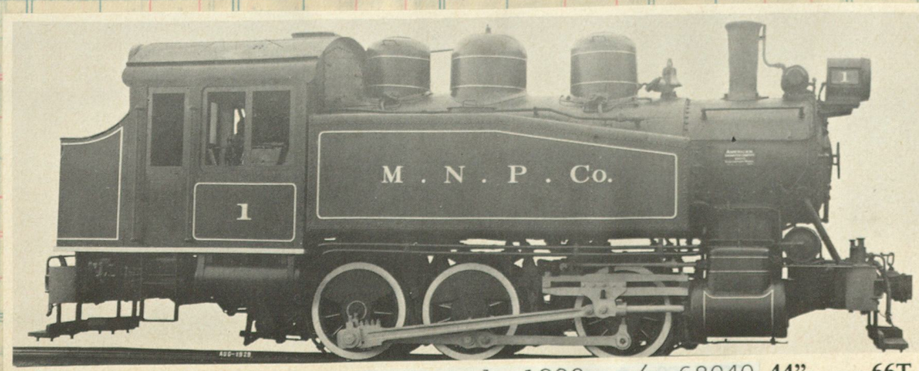


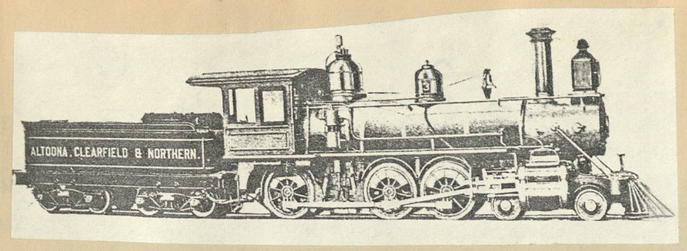
Fig. 20—Six-Wheel (0-6-0) Side Tank Locomotive for Switching Service. built for Tennessee Coal, Iron & Railroad by the H. K. Porter Co.

Gage	3 ft.	Heating Surface, Tubes	1,699 sq. ft.
Cylinders	19 in. x 24 in.	Heating Surface, Firebox	99.8 sq. ft.
Steam Pressure	200 lbs.	Heating Surface, Total	1,798 sq. ft.
Diam. of Drivers	46 in.	Grate Area	25 sq. ft.
Tractive Effort	32,000 lbs.	Weight on Drivers	147,000 lbs.
Rigid Wheel Base	9 ft.	Weight, Total	147,000 lbs.
Total Wheel Base	9 ft.	Fuel	Soft coal

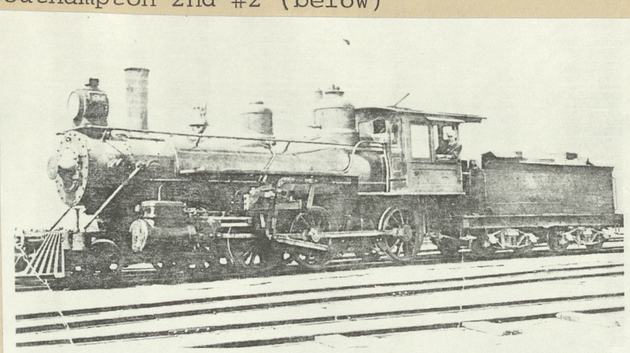
ROCKINGHAM RAILROAD • Gibson, North Carolina • *John Krause*



Michigan Northern Power Schenectady 1929 c/n 68040 44" 66T



A.C.& N. #3 (3' gauge) built by Baldwin in 1892 c/n 12675. Sold to Pittsburgh, Johnstown, Edensburg & Eastern, then to the Surry, Sussex and Southampton 2nd #2 (below)

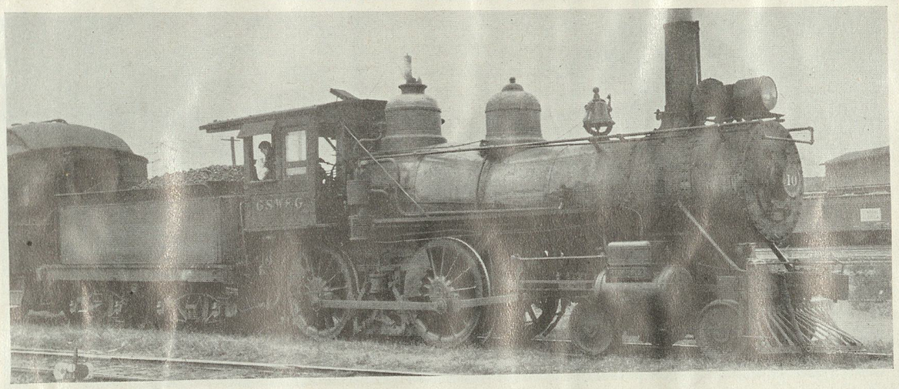


The rebuilt second No. 2 waits on the dock at Scotland.—E. T. Atkinson

#6 was blt by R.I. 1886 [c/n 1630] as C.B.& N. #64. Renoed CB&N 918, CB&Q 918. Rebl t at Galesburg 1916. Sold to Atlantic & Northern in 1929.

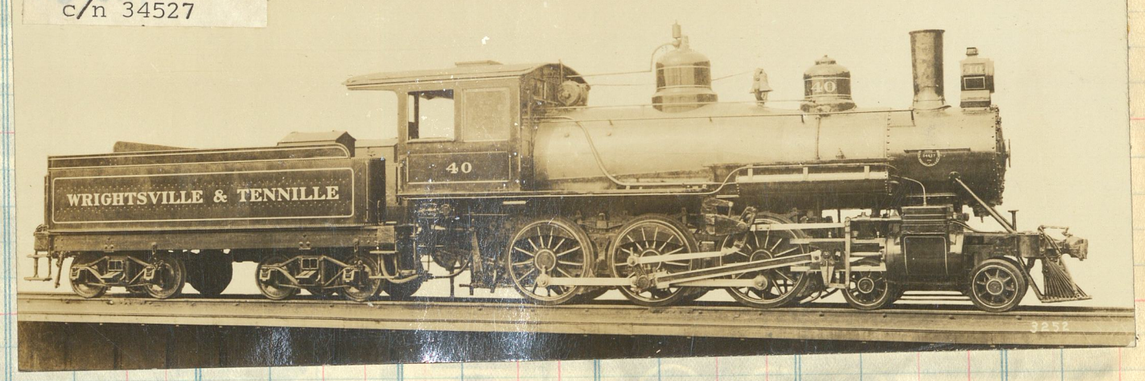
The Manchester & Oneida Railway in Iowa is a short line which profits by connecting Manchester with the Milwaukee Road and Chicago Great Western at Oneida, 8 miles away. Manchester is the larger of the two towns with a population of 3800; Oneida, population 84, has only a drug store and a general store. The M&O's traffic consists mostly of coal, petroleum products, feeds, etc. M&O owns two 4-4-0's, Nos. 5 and 6.

Manchester & Oneida No. 6 dozes on a spur of the eight-mile short line at Manchester, Ia., in 1947 while a car of hogs is loaded. This year the Burlington-built 4-4-0 rolled her final mile as the M&O (in common with Atlantic Northern, a former owner of the engine) quit running.

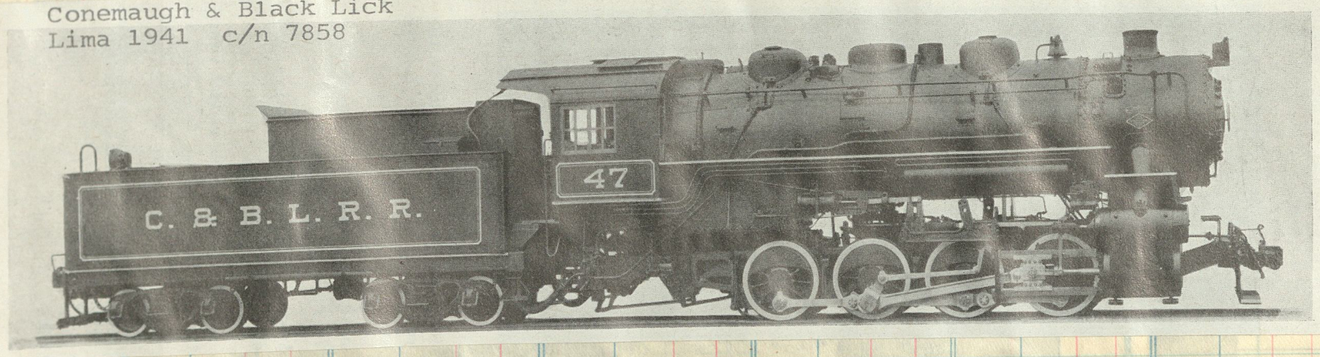


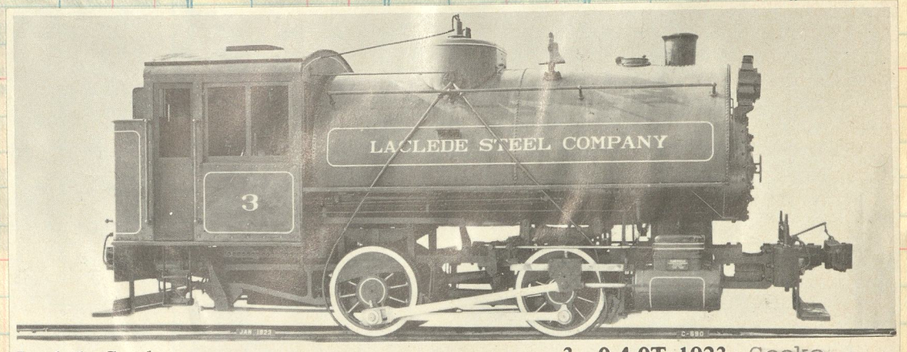
Albany & Northern. Built in 1890 at Rome, N. Y., No. 10 (above) now travels the 35-odd miles of the Albany & Northern Railway (formerly Georgia, Southwestern & Gulf) in Georgia.

Baldwin 1910
c/n 34527



Conemaugh & Black Lick
Lima 1941 c/n 7858





Laclede Steel **3 0-4-0T 1923** Cooke

Cooke 1914
c/n 54612

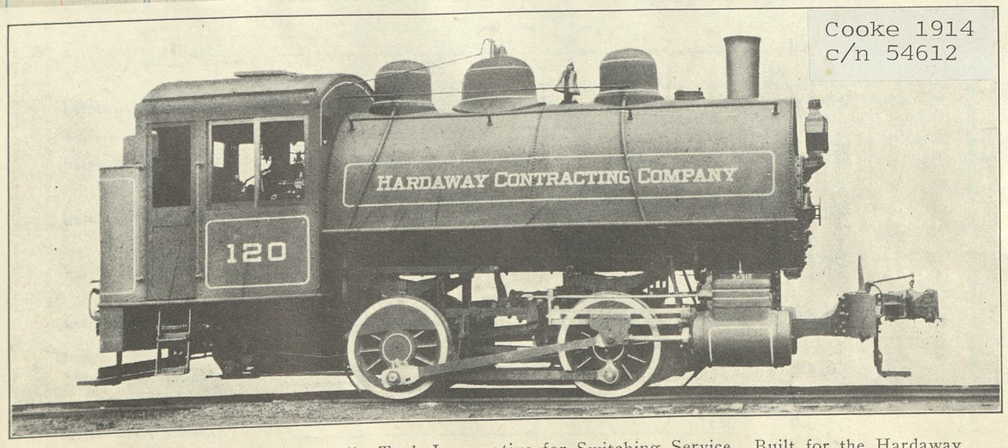
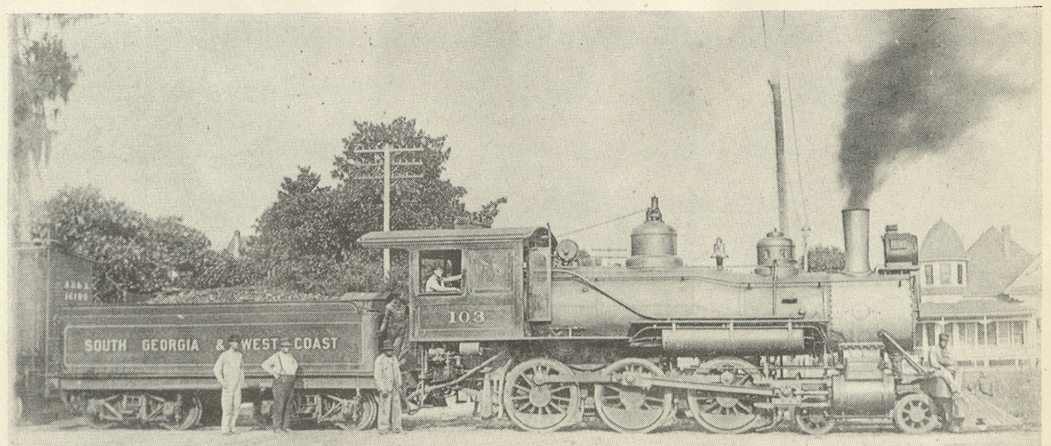


Fig. 4—Four-Wheel (0-4-0) Saddle Tank Locomotive for Switching Service. Built for the Hardaway Contracting Company by the American Locomotive Company. Cylinders, 14 in. x 22 in. Steam Pressure, 180 lbs. Diameter of Drivers, 40 in. Tractive Effort, 16,493 lbs. Heating Surface—Tubes, 643 sq. ft.; Firebox, 53 sq. ft.; Total 696 sq. ft. Grate Area, 14.2 sq. ft. Rigid Wheel Base, 7 ft. Total Weight of Engine, 76,560 lbs. Fuel, Soft Coal.

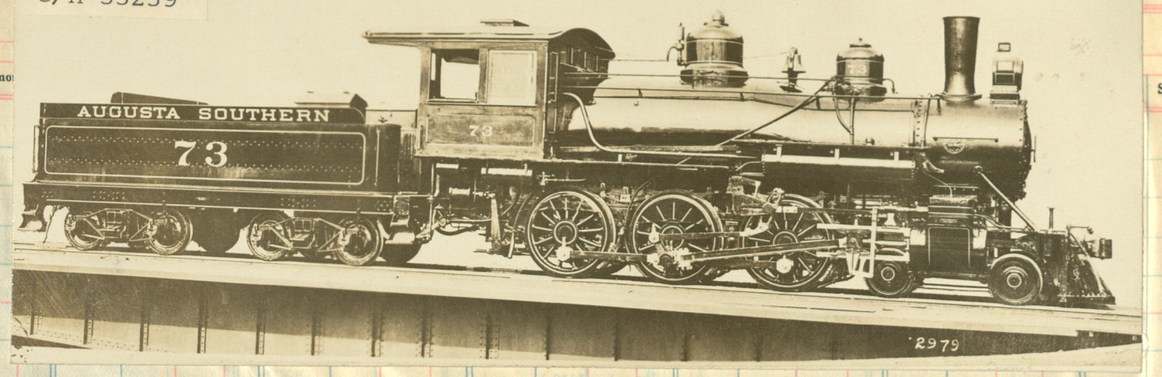
Boiler, Diameter	43⅞ in.	Tubes, Diameter	2 in.
Firebox, Length	46 3/16 in.	Tubes, Length	11 ft. 8 in.
Firebox, Width	44⅜ in.	Tank Capacity, Water	1700 gal.
Tubes, Number	106	Fuel Capacity, Coal	1600 lbs.



Baldwin 1911
c/n 36373

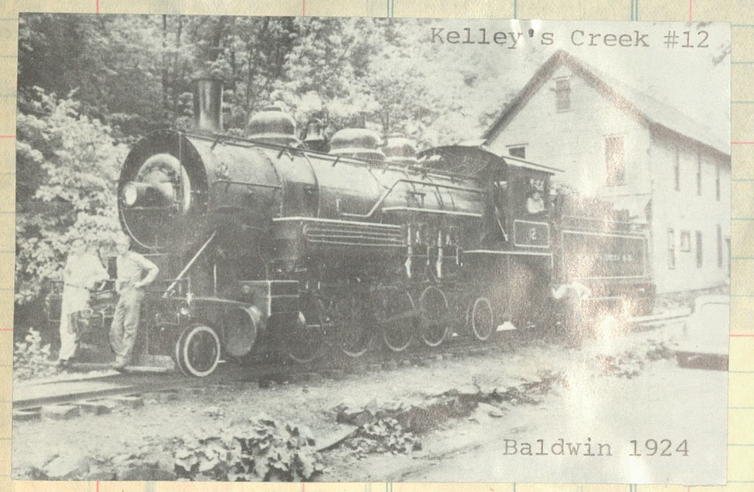
193

Baldwin
1909
c/n 33239

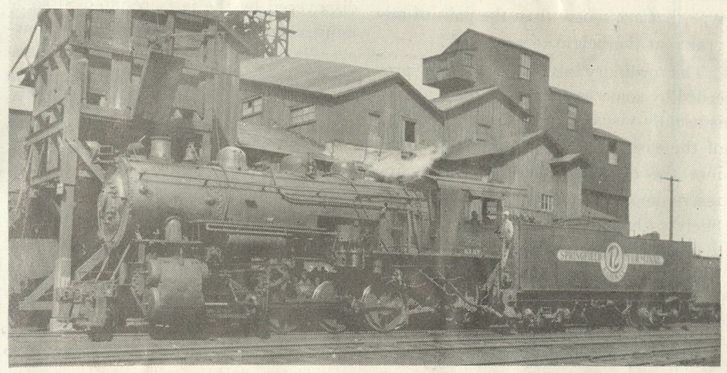


Sold | Amount | Clos. No. | Sold

Kelley's Creek #12



Baldwin 1924



S. S. Sutton
SPRINGFIELD TERMINAL RAILWAY'S ENGINE 72 AT SPRINGFIELD, ILL.

Augusta Railroad

Richmond 1925
c/n 66301

Fig. 3185—Six-Wheel (0-6-0) Saddle Tank Locomotive for Switching Service. Built for the Wisconsin Lime & Cement Company by the American Locomotive Works.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	1,132 sq. ft.
Cylinder	18 in. x 24 in.	Heating Surface, Firebox	96 sq. ft.
Steam Pressure	180 lb.	Heating Surface, Total	1,228 sq. ft.
Diam. of Drivers	44 in.	Grate Area	20.5 sq. ft.
Tractive Force	27,000 lb.	Weight on Drivers	132,500 lb.
Rigid Wheel Base	10 ft.	Weight, Total	132,500 lb.
Total Wheel Base	10 ft.	Fuel	Soft Coal

Cooke 1925

c/n 66168

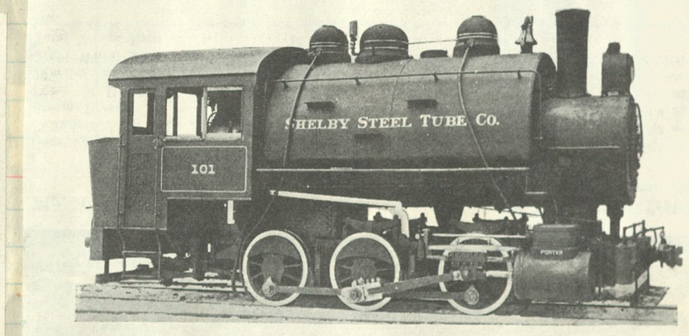
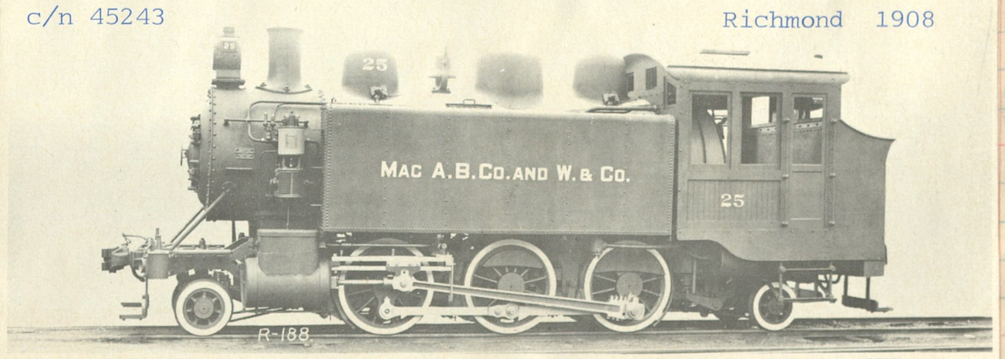


Fig. 16—Six-Wheel (0-6-0) Saddle Tank Locomotive for Switching Service. Built for the Shelby Steel Tube Co. by the H. K. Porter Company.

c/n 45243

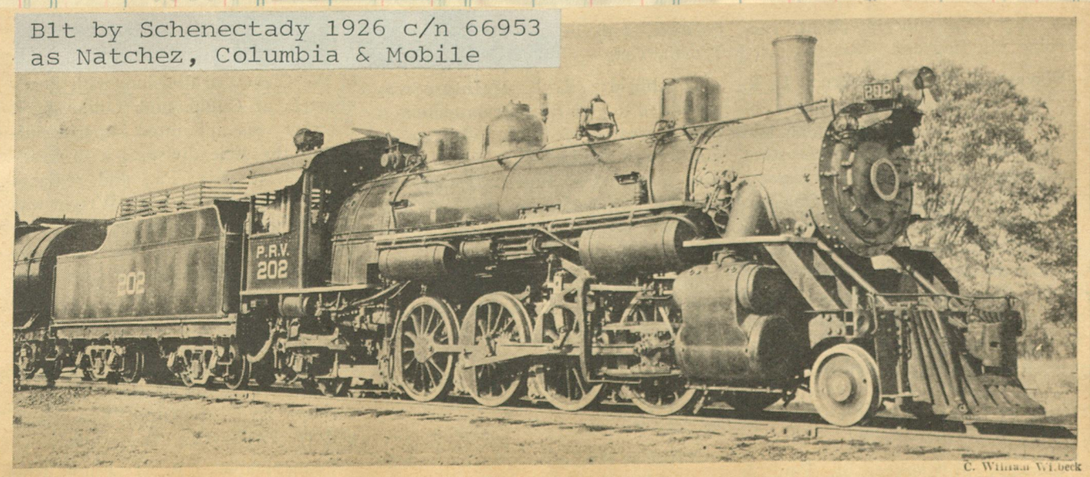
Richmond 1908



MacArthur Bros. & Winston	25	2-6-2T	1908	48"	68T

BLACK MOUNTAIN R.R. • Bowditch, North Carolina • *John Krause*

Blt by Schenectady 1926 c/n 66953
as Natchez, Columbia & Mobile



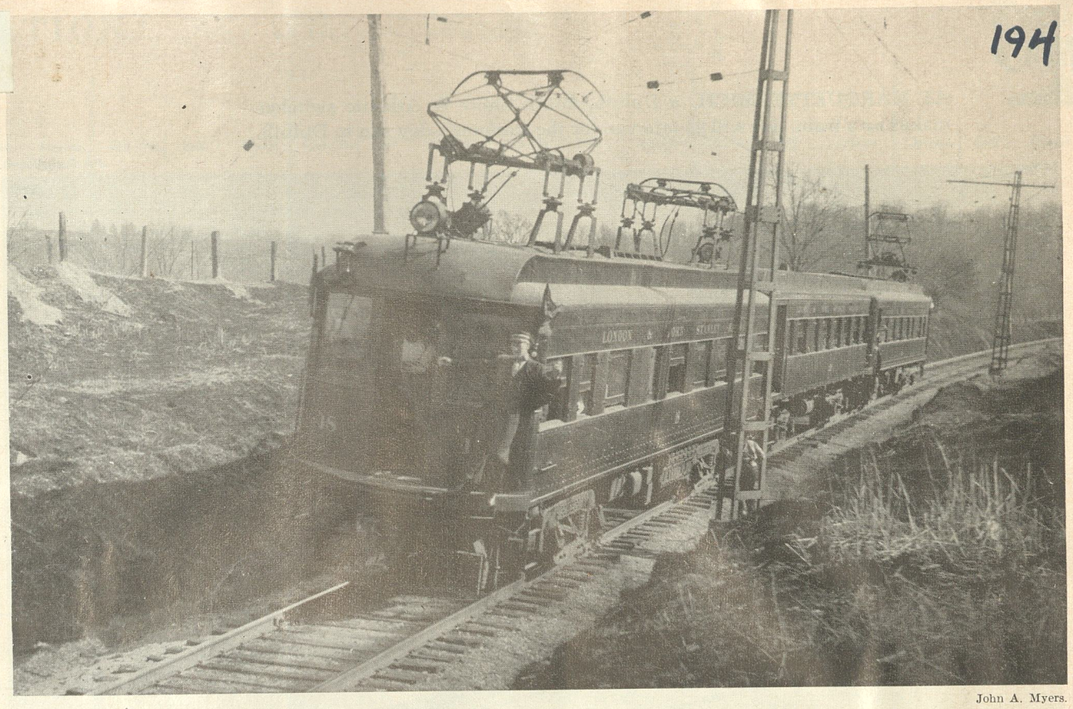
C. William Veltock

HAULS LOGS IN THE SOUTH

Locomotive 202 of the Pearl River Valley Railroad, photographed at Talisheen, La., runs between Canton, Miss., and Pearl River, La., twice a week over the Caddo & Choctaw and the Gulf, Mobile & Northern, pulling 40 gondolas loaded with logs.

Interurbans

Evans City junction, on the Pittsburgh, Harmony, Butler & New Castle, is the setting for this three-way meet. The photographer has caused quite a stir by placing his tripod on the 62½-inch gauge track ahead of the New Castle local. Harmony Route No. 111 at left is going to Butler; No. 106 in background, to Pittsburgh. (1910)

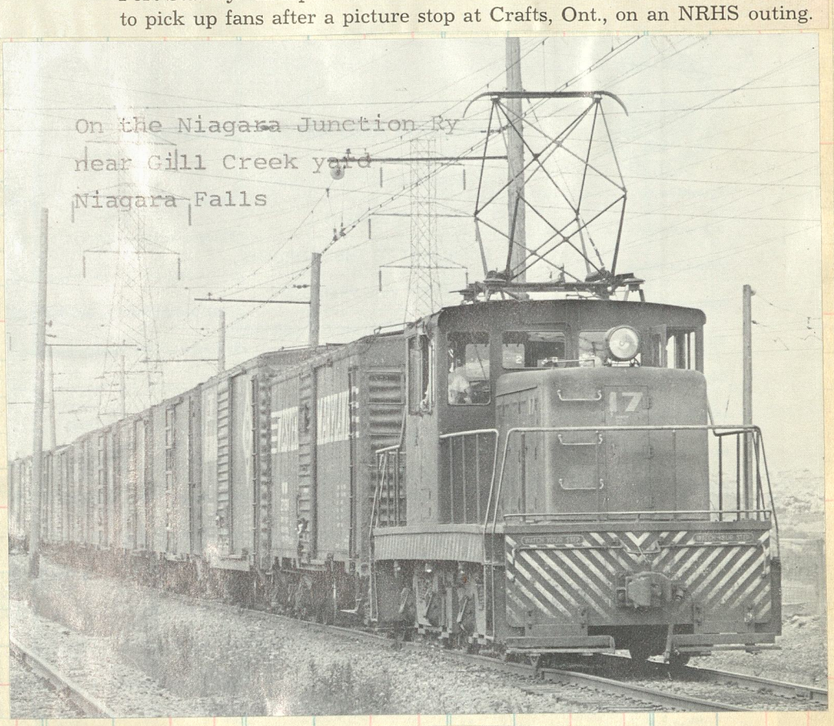


John A. Myers.

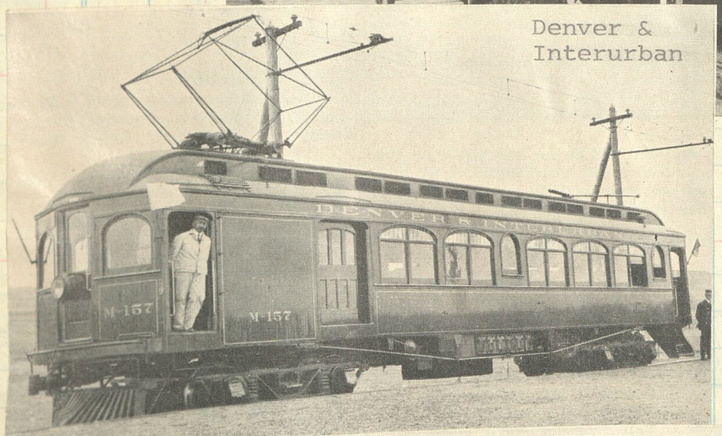
ONE OF THE LIVELIEST of Canada's extant interurbans is London & Port Stanley. In April 1952 three of its ex-Milwaukee parlor cars backed to pick up fans after a picture stop at Crafts, Ont., on an NRHS outing.

Salt Lake, Garfield & Western
at Saltair, on Great Salt Lake

On the Niagara Junction Ry
near Gill Creek yard
Niagara Falls

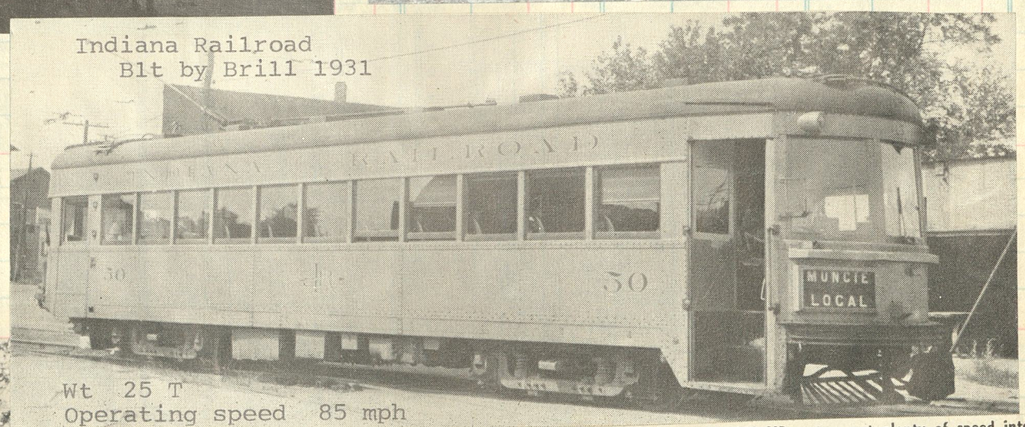


Denver &
Interurban



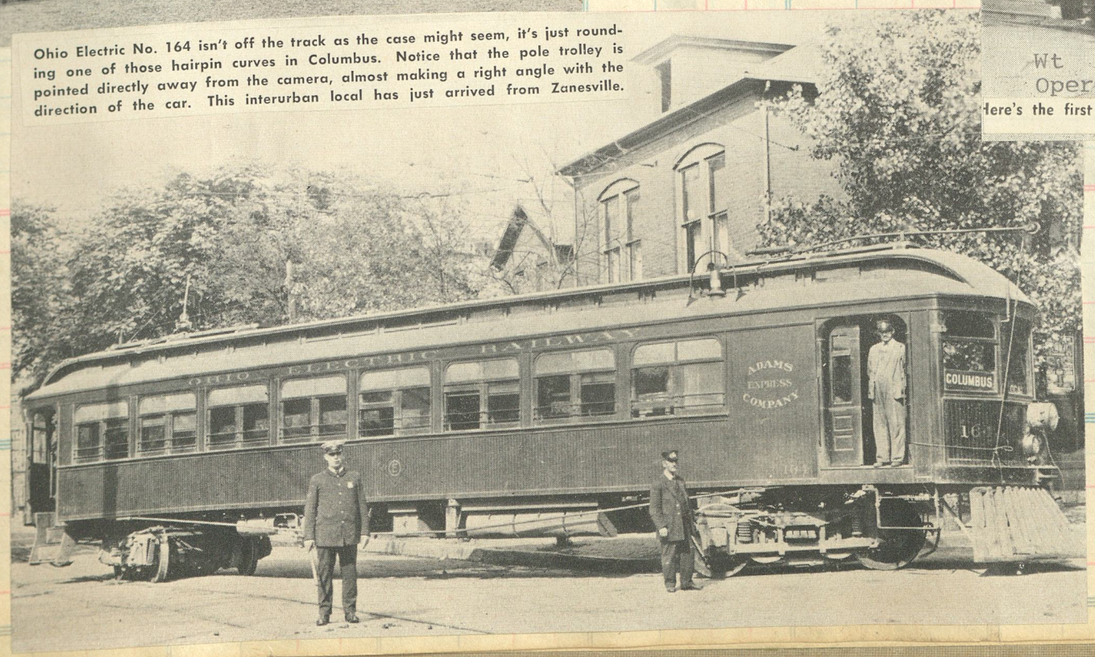
Ohio Electric No. 164 isn't off the track as the case might seem, it's just rounding one of those hairpin curves in Columbus. Notice that the pole trolley is pointed directly away from the camera, almost making a right angle with the direction of the car. This interurban local has just arrived from Zanesville.

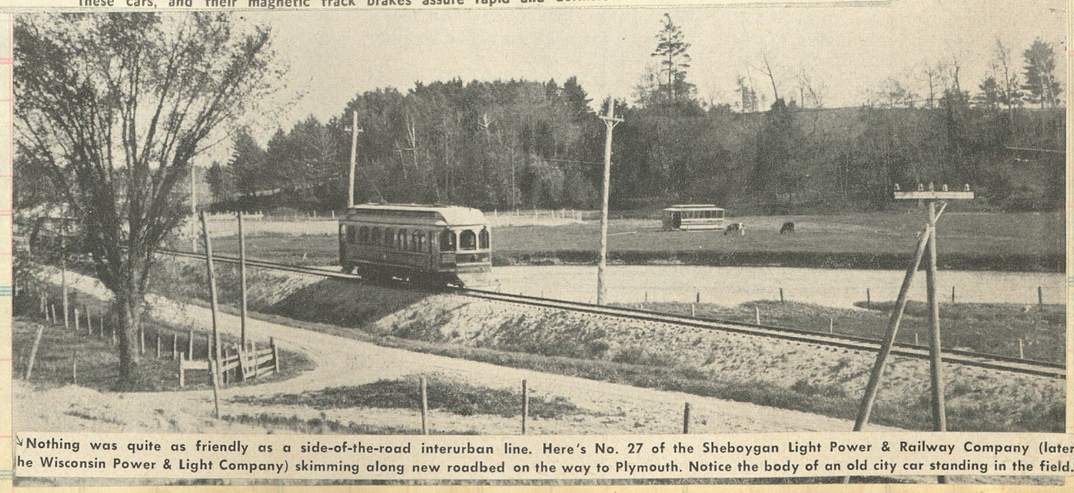
Indiana Railroad
Blt by Brill 1931



Wt 25 T
Operating speed 85 mph

Here's the first of the Brill-built parlor cars as it looked at Anderson, Ind., last summer. Four 100-HP motors put plenty of speed into these cars, and their magnetic track brakes assure rapid and definite deceleration.





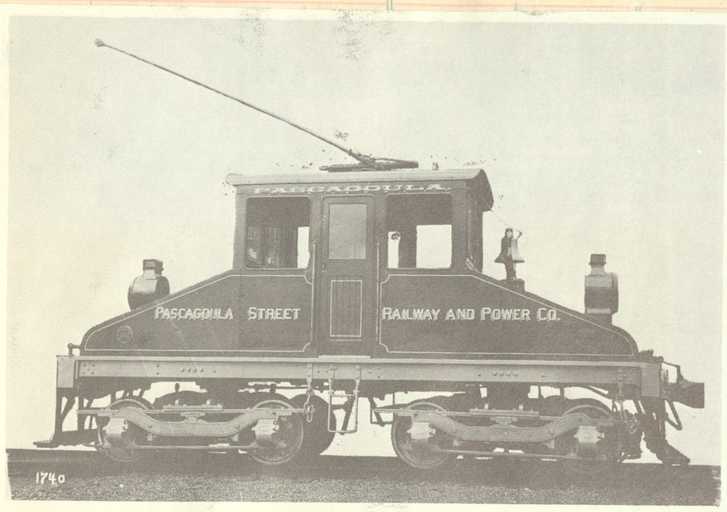
Nothing was quite as friendly as a side-of-the-road interurban line. Here's No. 27 of the Sheboygan Light Power & Railway Company (later the Wisconsin Power & Light Company) skimming along new roadbed on the way to Plymouth. Notice the body of an old city car standing in the field.

New York Ce[ntral] RECORD OF TICKET SALES AT

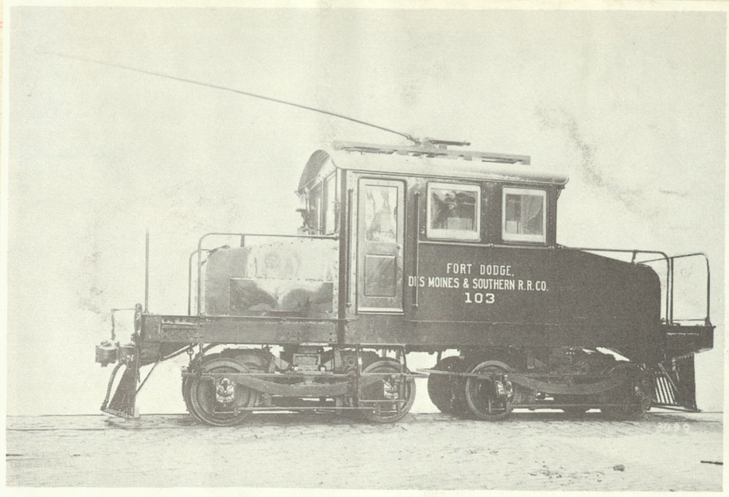
TROLLEY ELECTRICS

SELLER

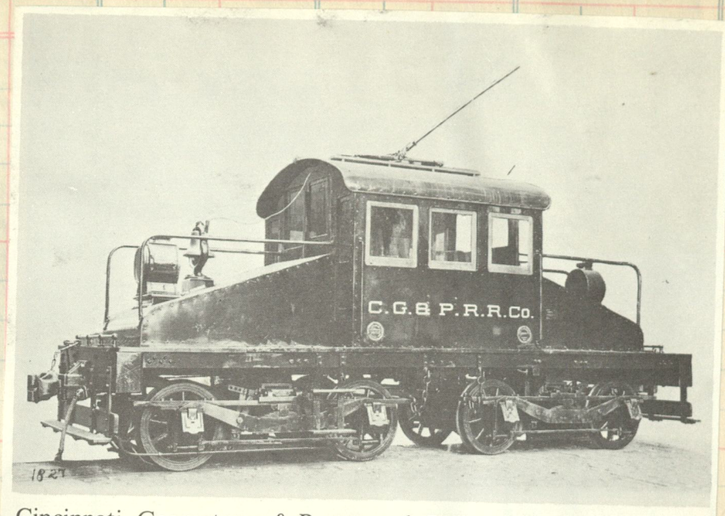
DATE



Pascagoula Street Railway & Power Co., 1903, B-B type electric.



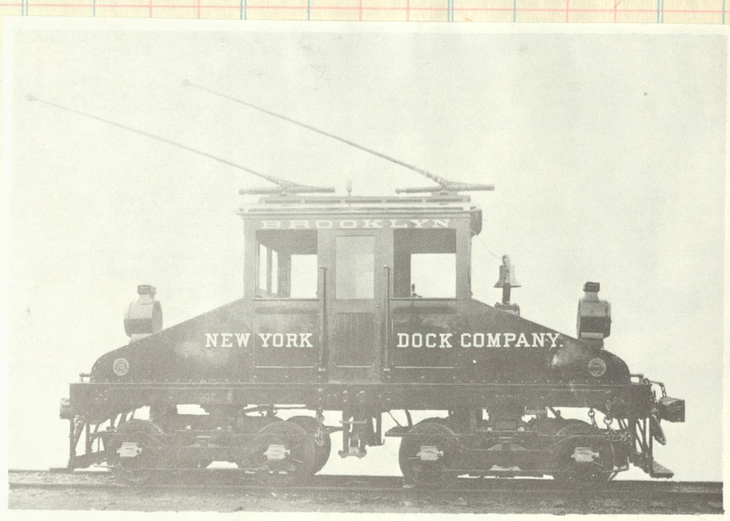
Fort Dodge, Des Moines & Southern Railroad #103, 1909, B-B type



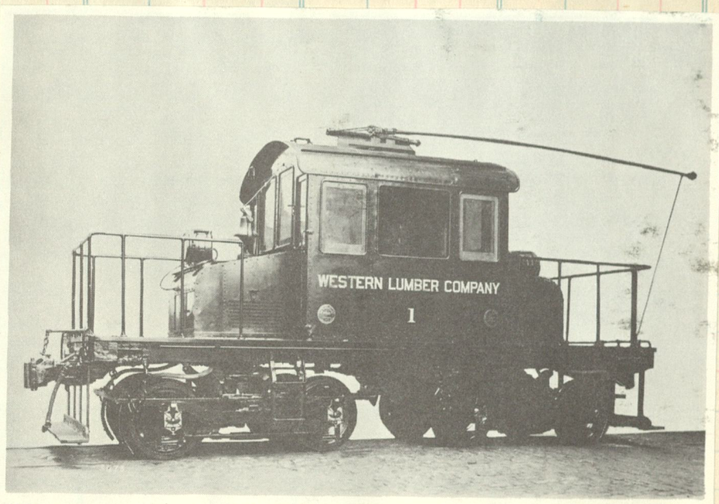
Cincinnati, Georgetown & Portsmouth Railroad, 1904, B-B type

All units built by Baldwin-Westinghouse

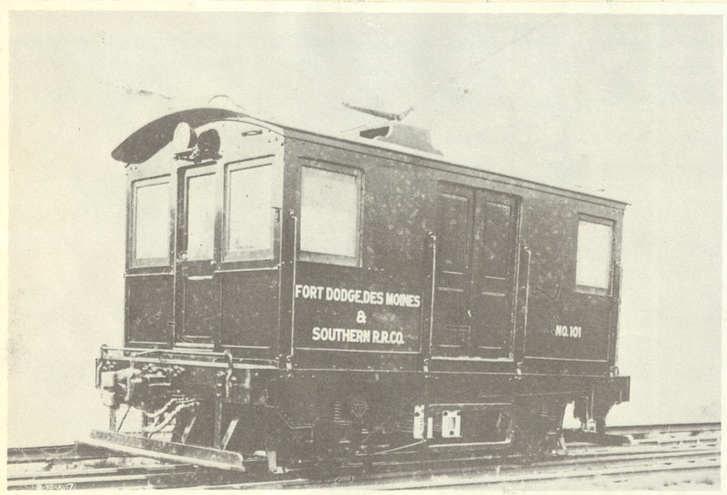
Reading #1, 1904, B-B type electric.



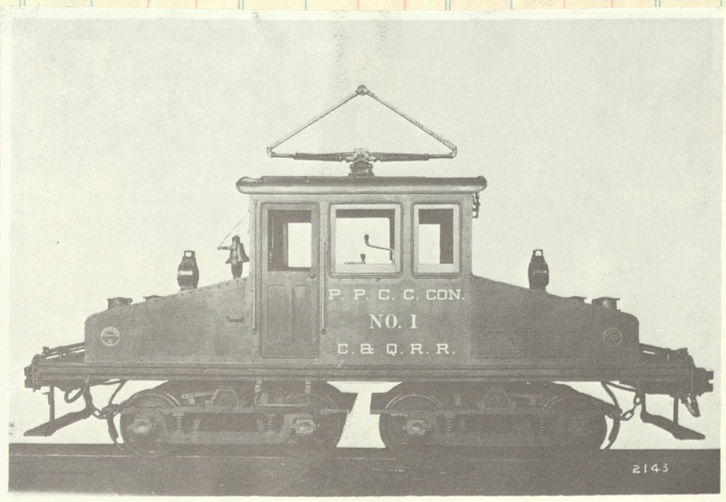
Brooklyn New York Dock Company, 1902, B-B type electric.



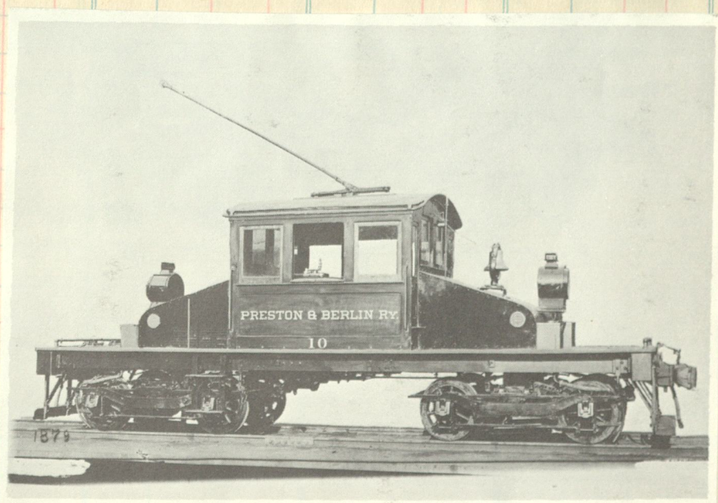
Western Lumber Co. #1, 1911, B-B type electric.



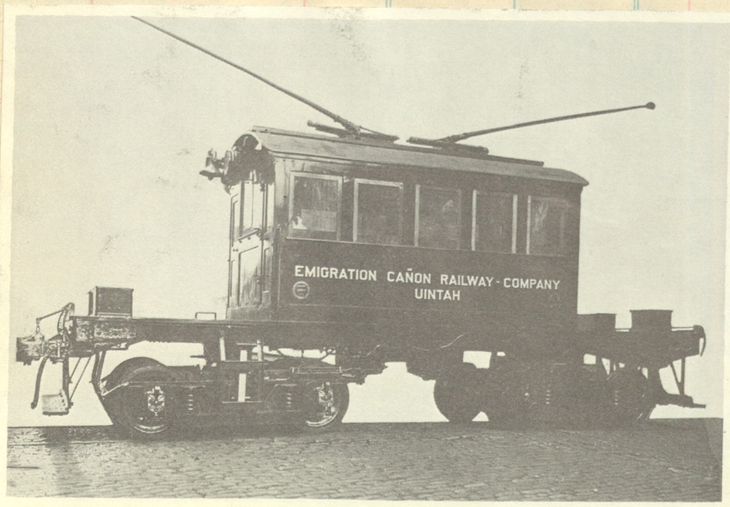
Fort Dodge, Des Moines & Southern #101, 1911, B type electric.



Pacific Portland Cement Co. #1, 1906, B-B type electric.

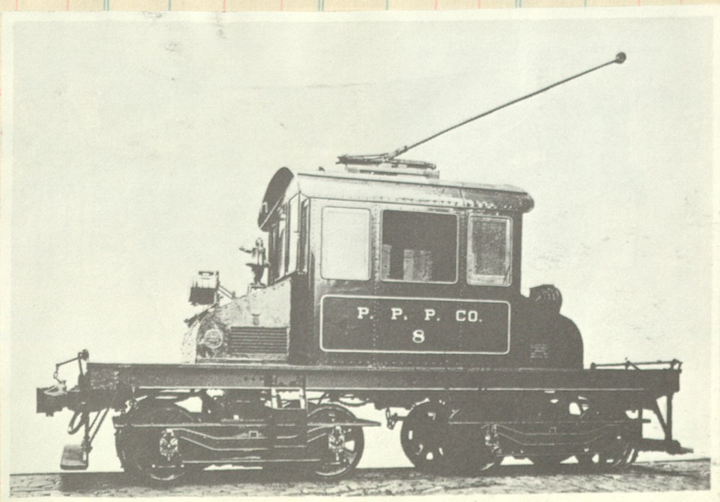


Preston & Berlin Railway #10, 1904, B-B type electric.



Uintah - Emigration Canon Ry. Co., 1909, B-B type electric.

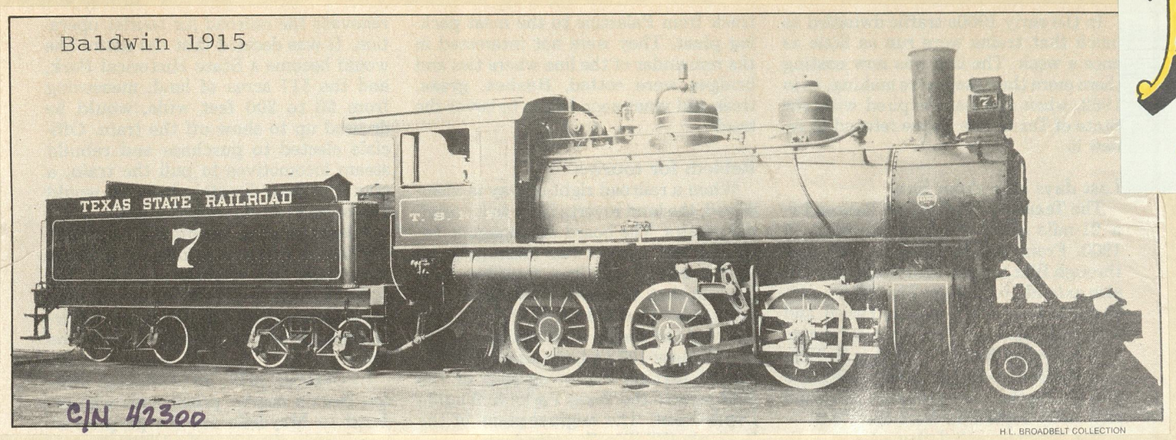
Portland-Lewiston Interurban, 1911, B-B type electric.



Prairie Pebble Phosphate Co. #8, 1908, B-B type electric.

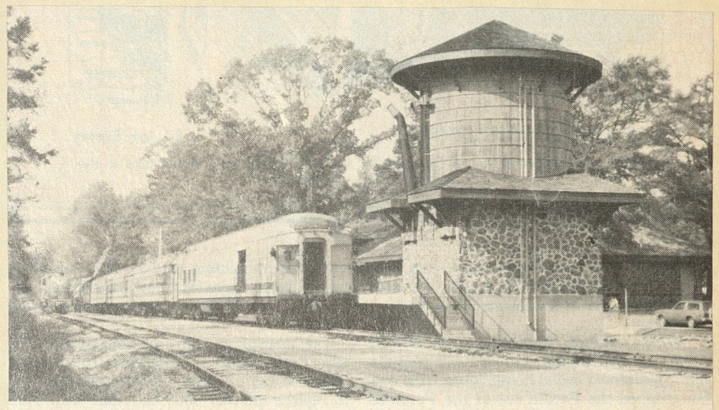
TEXAS STATE RAILROAD

Baldwin 1915

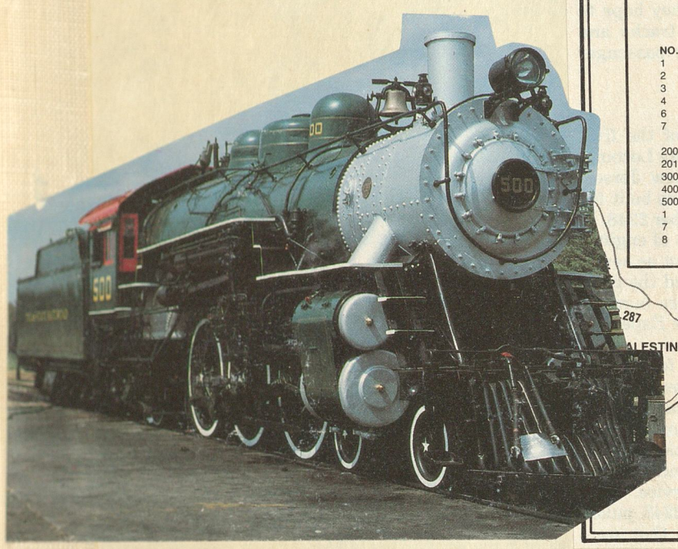


C/N 42300

H.L. BROADBELT COLLECTION

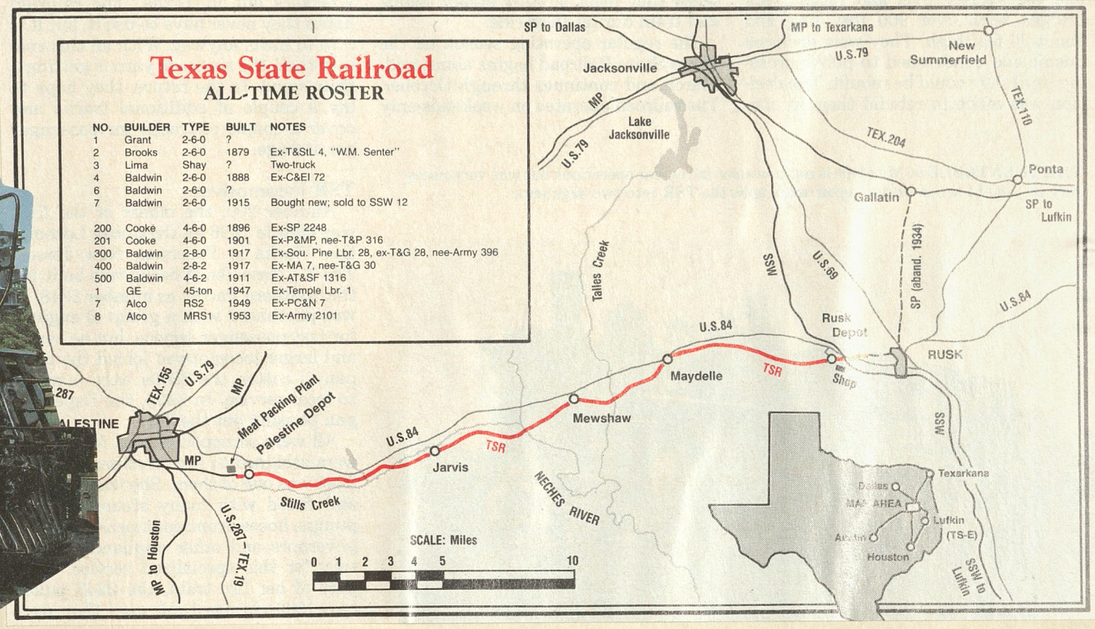


TEXAS STATE RAILROAD benefits from its status as a state park by having the resources available to put up working water tanks and the beautiful stone depots such as this one at Rusk.



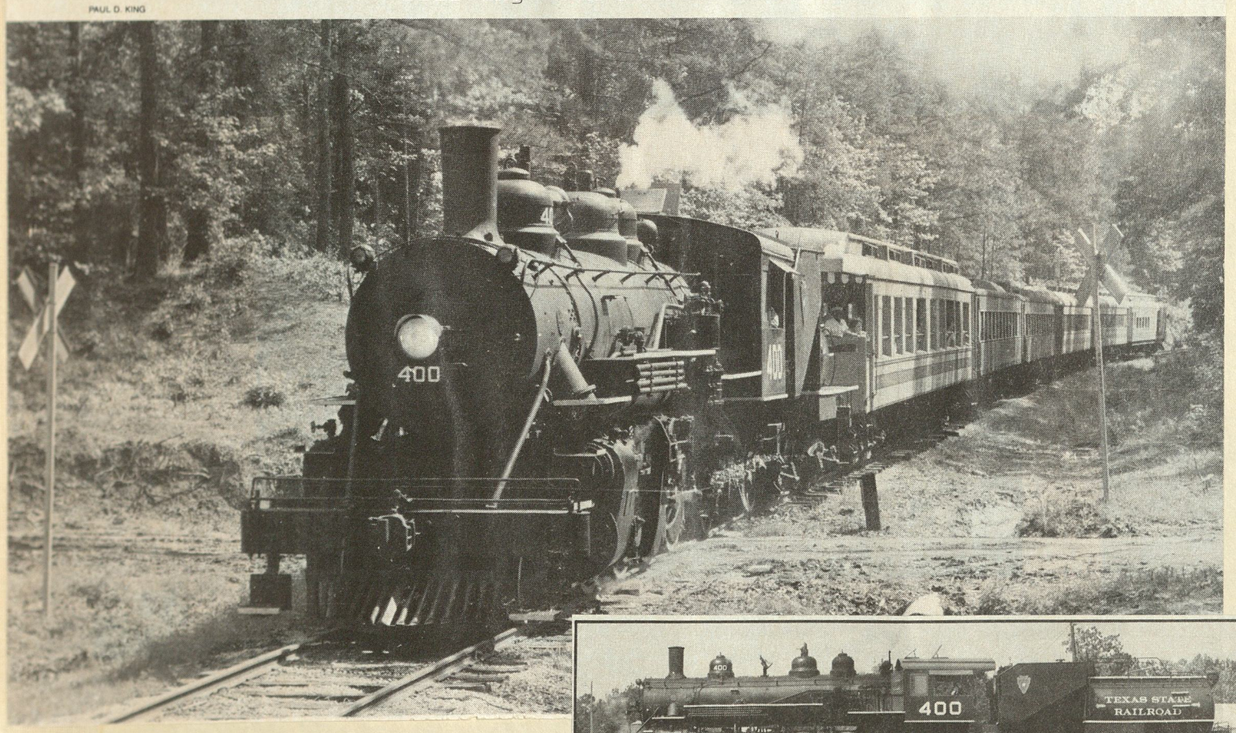
Texas State Railroad
ALL-TIME ROSTER

NO.	BUILDER	TYPE	BUILT	NOTES
1	Grant	2-6-0	?	
2	Brooks	2-6-0	1879	Ex-T&StL 4, "W.M. Senter"
3	Lima	Shay	?	Two-truck
4	Baldwin	2-6-0	1888	Ex-C&EI 72
6	Baldwin	2-6-0	?	
7	Baldwin	2-6-0	1915	Bought new; sold to SSW 12
200	Cooke	4-6-0	1896	Ex-SP 2248
201	Cooke	4-6-0	1901	Ex-P&MP, nee-T&P 316
300	Baldwin	2-8-0	1917	Ex-Sou. Pine Lbr. 28, ex-T&G 28, nee-Army 396
400	Baldwin	2-8-2	1917	Ex-MA 7, nee-T&G 30
500	Baldwin	4-6-2	1911	Ex-AT&SF 1316
1	GE	45-ton	1947	Ex-Temple Lbr. 1
7	Alco	RS2	1949	Ex-PC&N 7
8	Alco	MRS1	1953	Ex-Army 2101



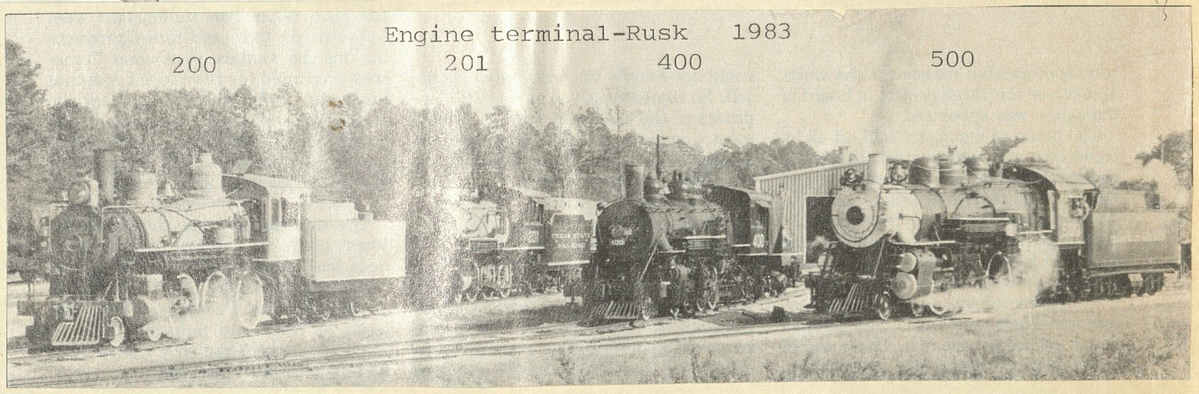
Drifting down Fairchild hill

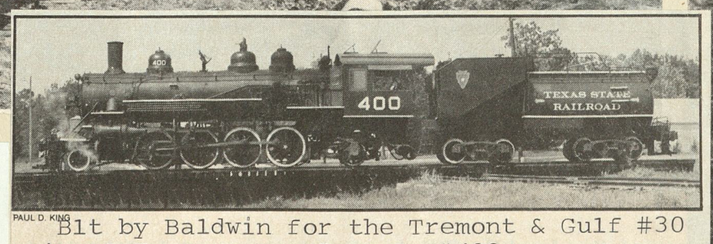
PAUL D. KING



Engine terminal-Rusk 1983

200 201 400 500



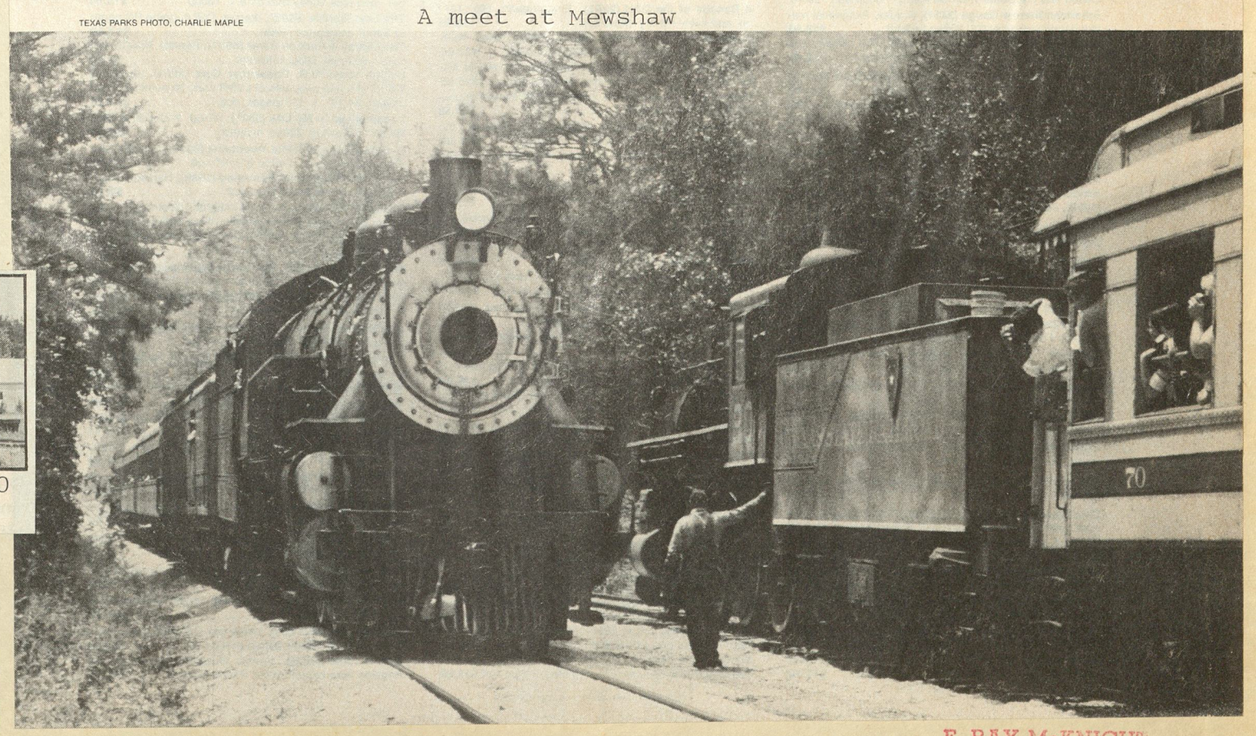


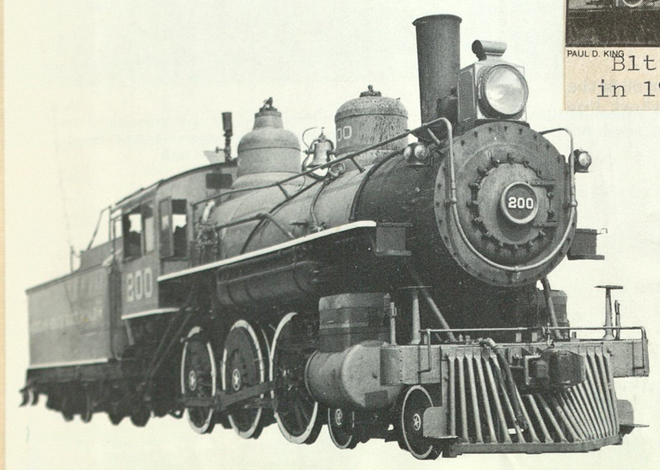
PAUL D. KING

Blt by Baldwin for the Tremont & Gulf #30 in 1917. To M.A. #7, T.S. #400

A meet at Mewshaw

TEXAS PARKS PHOTO, CHARLIE MAPLE





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NOTE..Please store flat. Placing on edge will tend to break down the spline.

****

F. RAY McKNIGHT
8835 S. W. HAZELVERN WA.
PORTLAND, OR 97223